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第五十月二十英精光

SINGLES

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BIRTH.

On December 7, at Shanghai, the wife of JESSEN, of a daughter.

DEATHS.

On December 5, at Shanghai, LAURA LESLIE, aged 32 years.

On December 7, at Shanghai, HENRY FITZ-HENRY, aged 32, of the Banque de l'Indo-Chine, Peking.

On December 14th, JOHN ROBERTSON CRAIK, Chief Clerk at Kowloon Docks. Aged 39 years.

The Hongkong Telegraph
MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, DECEMBER 15, 1906.

INDIAN POLICEMEN IN
SHANGHAI.

(10th December.)

Recently we referred to the unfortunate strike which occurred among the Indian policemen in Shanghai, and the services which Major Hall, of the Baluchis in Tientsin, had rendered to the Municipal Council in discovering the origin of the embeute. Major Hall has sent in to the Council a most aggravating report. It would barely fill half-a-column and the laconic terms are not sufficient to give an idea of his conclusions. The Municipal Council remarks that—"In the opinion of the Council, the work performed by Major Hall has been of the

highest value, not only that shown by his report, but in the assistance and advice he has rendered in regard to the control of the Indian Branch in the future." That appears to be merely an academic view of a very serious question. Are the Indians to rule Shanghai, and we should say this Colony—for the same question may arise here at any moment—or are strong measures to be adopted? The Major says that on account of letters being received, by the Indian police from their friends in Vladivostok and Panama, giving accounts of the high wages to be got there, and urging them to get their discharge from the Police, and join them, they revolted. A feeling of restlessness and excitement took possession of some men, and they began to write petitions to the Captain-Superintendent asking for their discharge—some on the grounds of insufficiency of pay, others on urgent private affairs. They refused to accept the ruling of the chief that they must abide by their agreements and an intrigue was started with the hope of bringing the Europeans to the side of the Indians. Nothing happened, of course, but the temper of the Indians was gradually rising. In the end, they endeavoured to prove their strength, but were overcome. Major Hall goes into three points with regard to the revolt, his first being a *résumé* of what occurred, his second a commendation of their conditions of service, and his third a proposition. He says—"As regards control it is necessary that there should be in the force a British officer who knows their language, and understands how to deal with them and also at least one good, trustworthy jemadar." That appears to be the sole recommendation of the inquiry, and it does not convey much to the lay mind unacquainted with India. We quote the *A. C. Daily News* when we say that they feel "confident that the Municipal Council will now consider the whole question *ab initio*, and will not allow pre-judgment to stultify Major Hall's good work nor sentimental reasons to endanger again the safety of the community, as it had been endangered, according to Major Hall's testimony, by the omission to appoint a suitable officer in command of the Sikhs." The question is, where are they to find that good officer? And, again, is that gentleman in charge of the Indian police of Hongkong? It is a recognised fact that the Indians in this Colony are by no means the saviours of the Colony. Indeed, it is questionable if they are not more or less in the nature of a nuisance. However, if Shanghai is determined to adopt the system of appointing a British Army officer to the position there is no reason why Hongkong should not follow suit.

THE PHILIPPINES CURRENCY.

(11th December.)

The Philippines, like Singapore, have had to introduce fresh legislation to meet the altered condition of the currency of the country by reason of the fact of the rise in the price of silver. The new coinage Bill re-fixing the weight and fineness of the silver coins of the Philippine islands for the purpose of preventing their melting and exportation as a result of the appreciation in the price of silver, has been enacted by the Commission, and became effective last week. The law provides that the peso shall contain 20 grams of silver 800 thousands fine, the half-peso shall contain ten grams of silver 750 thousands fine, the 20 centavo piece shall contain four grams of silver 750 thousands fine, and the ten-centavos shall contain exactly half the amount of silver in the 20 centavos piece. In all cases the alloy used shall be copper. From time to time the existing silver coins, which are worth more to-day, intrinsically than their face value, will be withdrawn from circulation and re-coined at the weight and fineness established in the Act. It must be noted, however, that while the weight of silver is to be reduced somewhat in the coin, the purchase value will remain the same as before. The guarantees of the Insular as well as that of the Federal Government, observes the Manila *Advertiser*, will be at the back of the new coinage and were the change to be made secretly no one would be the wiser. The Commission has instructed the insular treasurer to issue a circular in English, Spanish and the different dialects of the country explaining to the people the need and result of the change and will inform the public that the new coins will be received in payment of all taxes and government dues and will be legal tender for all private debts just as the present coins are.

CHARITABLE LOTTERIES.

Bazaar organizers, and there are very many in Hongkong who interest themselves in aid of various charitable institutions here, should be interested in a lottery case dealt with by Justices Darling and Ridley in London on the 8th ult. According to the *Half Mall Gazette* of the 9th ult, it was about a raffle for certain prizes that was held in the course of the Furnishing Trades Exhibition at the Agricultural Hall (admission by ticket only), for the benefit of the trades' benevolent association. The organizers and conductors of the draw were charged under an Act of George III. with "keeping an office or place for the purpose of exercising therein a lottery," but the magistrate decided, and the judges agreed, that the use of a room at the Hall for the small drain-pipes of the sizes specified above are not exactly the proper medium for the conveyance of the blood and filth into the harbour. Whether the offensive emanations, which seem to commence with the sticking of the beasts at midnight, are due to the choking up of these pipes with the slime and organic filth from the porcine victims, or whether—and this we very seriously doubt—they are caused by the fresh fumigations at the actual time of slaughter, it must be the task of some one more skilled in matters sanitary than ourselves to determine. It is sufficient for us, having had a personal experience of the nuisance, to point out its existence to the Department concerned, and urge its immediate amelioration. By courtesy of Captain Arkley Smith of the *Agara* we were the other night enabled to personally go through an experience of the nuisance. At between 2 and 3 o'clock in the morning the stench from the pipes seemed to rise and settle over the vessel and her unfortunate crew in a pall so dense that one could almost feel it. Sleep was impossible, as though in anticipation of the awful smell, every available inlet had been closed, till it penetrated into the cabins, until from all directions one heard the protest of officers and crew under the stress of the infliction. When one considers that this condition of things is consistent—in more or less degree—generally up to noon, and that the nuisance

makes itself felt alike on shore as aboard ship, to the detriment of health and comfort, it will be recognized that something must be done, and done speedily, to cope with it. One practical suggestion we would venture to make is that pipes with flanged arms be connected with the sea-front outlets, leading the offensive matter into the sea below the extreme low-tide level. In this way, we believe, the stench might be partly controlled, though the evidence of the neighbouring cleanliness would still be apparent in the water. The state of insanity which our experience has shown us to exist at Kennedy Town, could not do less than conjure up to our minds visions of a typhoid epidemic among those unfortunate enough to come within range of the putrescent evil, since we are satisfied that no human being, accustomed to living in a pure uninfected atmosphere, could endure it for long with impunity. We believe that, during the course of each month, several of the Standard Oil Co.'s carriers proceed alongside this wharf to discharge cargo, the officers and crews of which have in most cases suffered from this infliction, without more than casual complaint; but since the matter has been strongly represented to us, and we have experienced the nuisance ourselves, we cannot rest sufficiently, or strongly enough, upon the necessity for the Sanitary Board to take immediate measures for the mitigation of this typhoid-breeding nuisance at Kennedytown.

priests of Manila might have afforded the scientists here an opportunity of predicting the approach of the storm. Even Mr. Page himself confesses that a typhoon may come without warning, for he says: "The upheaval of the waves advances simultaneously with the centre of the storm, and should this cross the coast without warning at a point where the shores are low and densely populated as is the case in the vicinity of Hongkong wholesale loss of life by drowning is certain to ensue." It is this feature of the storm that renders their forecasting, if only a single hour in advance of their advent, of such vital importance." In those sentences Mr. Page has pronounced a verdict in favour of the defendants, for the storm arose with exactly that suddenness he suggests might occur, and the Observatory here gave that hours' warning which it is claimed would have averted the tragedy that occurred. It is the privilege of scientists to disagree; for, by that very disagreement we may arrive at an average conclusion whose general terms may stand undisputed, but whose exceptions cannot be accounted for. The article in question though it starts with an attack on the Hongkong Observatory and ends with a statement which the local officials might accept as an excuse for the alleged delay, will be found mainly interesting because of its explanation of the law of storms and of typhoons in particular.

NORWEGIAN SHIPPING IN THE FAR EAST.

(12th December.)

The Philippines, like Singapore, have had to introduce fresh legislation to meet the altered condition of the currency of the country by reason of the fact of the rise in the price of silver. The new coinage Bill re-fixing the weight and fineness of the silver coins of the Philippine islands for the purpose of preventing their melting and exportation as a result of the appreciation in the price of silver, has been enacted by the Commission, and became effective last week. The law provides that the peso shall contain 20 grams of silver 800 thousands fine, the half-peso shall contain ten grams of silver 750 thousands fine, the 20 centavo piece shall contain four grams of silver 750 thousands fine, and the ten-centavos shall contain exactly half the amount of silver in the 20 centavos piece. In all cases the alloy used shall be copper. From time to time the existing silver coins, which are worth more to-day, intrinsically than their face value, will be withdrawn from circulation and re-coined at the weight and fineness established in the Act. It must be noted, however, that while the weight of silver is to be reduced somewhat in the coin, the purchase value will remain the same as before. The guarantees of the Insular as well as that of the Federal Government, observes the Manila *Advertiser*, will be at the back of the new coinage and were the change to be made secretly no one would be the wiser. The Commission has instructed the insular treasurer to issue a circular in English, Spanish and the different dialects of the country explaining to the people the need and result of the change and will inform the public that the new coins will be received in payment of all taxes and government dues and will be legal tender for all private debts just as the present coins are.

Gives a false assumption a start and it is practically impossible to overtake it. Following the typhoon of the 18th of September last many people, in searching around for somebody to blame for the great loss of life and property, immediately arrived at the conclusion that the director of the Hongkong Observatory should be held culpable, in that he or his assistants failed to give due and timely warning of the approach of the storm. That there was not an atom of proof to show that the Observatory could have done more than it did was not sufficient reason to exculpate that institution. Nor did they wait to hear any explanation offered by the officials concerned or obtain the verdict of an inquiry into the subject. Somebody had to suffer and as it appeared to be a popular move to vent public spleen on the Observatory that department suffered accordingly. A glance at the barometric chart showed that the typhoon came with appalling suddenness, that the mercury fell like a flash and rose almost as speedily again.

Inquiries have been made for time charter tonnage for delivery in January, and as large rice crop is expected in Indo-China the outlook is by no means so bleak as it appeared to be in December last. It appears that as the result of the high rates which prevailed for Japanese coal the shipments to Singapore practically ceased, and Mr. Aagard adds: "Whether Japanese coal will be able to compete successfully in that market remains to be seen, and is not very probable, except under extraordinary circumstances." In the earlier months of this year freights were stagnant, but business took a favourable turn in the summer months, with the result that in June practically all steamers were in full employment. After a brief lull, the demand for tonnage in October proved greater than the supply, with the result that rates improved all round. At the present moment all the Norwegian steamers have engagements which will carry them into January. It is difficult, the compiler of the report admits, to form any idea as to the prospects for next year, but there is a probability that there will be increased activity in the spring and owners are advised to retain their steamers on the China coast until the market can be judged. The majority of those in the shipping trade were of opinion that sharp competition would be

or has sent a battalion
of the lops from Nanchang to
of the rising.
GENTS' SUCCESS.

ADVANCE OF IMPERIAL
TROOPS PLANNED.

Our Own Correspondent.

Shanghai, 12th December.

12.25 p.m.

initial success of the insurgents
Kiangsi rising has induced
to continue joining their

the insurgents are now in pos-
ition of the greater part of the
torn Hunan frontier.

A grand advance of the Govern-
ment troops simultaneously from the
provinces of Hunan and Hupeh is
planned.

SERIOUS ASPECT OF AFFAIRS.

TELEGRAPH LINE INTERRUPTED.

From Our Own Correspondent.

Shanghai, 18th December.

12.20 p.m.

The rising fostered and inspired
by native rebels in the neighbourhood
of Pinghsiang, in the province of
Kiangsi, is reported to be gaining
in strength and assuming a more
serious aspect than was at first be-
lieved to be possible.

The telegraph line has apparently
been tampered with by the rebels.

Between Pinghsiang and Changsha
communication is interrupted.

["Shaw Po"]

BOMB THROWING IN
PEKING.

JAPANESE ARRESTED.

Peking, 8th December.

A Japanese was found at Fook
Shing Gate, near the river-bank in
Peking, who had a bomb in his pos-
session. When he was discovered, in
his hurry to escape, he dropped the
bomb, with the result that six per-
sons passing by were killed.

NO EVIL DESIGN CONTEMPLATED.

Peking, 9th December.

The Japanese, who was found in
possession of a bomb at the Fook
Shing Gate near the river, in Peking,
turn out to be a professor of the
Peking College, and was going to
catch fish by means of the bomb.
The dropping of the bomb was caused
by a small boy pulling the bundle
in which it was carried out of the
professor's hand.

It is understood that the man had
no evil designs.

THE DEPORTED SIKHS

LEFT BY P. & O. S.S. "DEVANHA."

From Our Own Correspondent.

Shanghai, 12th December.

12.25 p.m.

The ten Indian constables, who
were ordered to be deported to India
by His Lordship Sir Havilland de
Sausmarez, left by the P. & O.
steamer Devanha.

THE WESTMINSTER GLEES
DETAINED IN SHANGHAI.

MISSING THE MAIL STEAMER.

From Our Own Correspondent.

Shanghai, 12th December.

12.25 p.m.

The Westminster Abbey Glee and
Concert Party missed the P. & O.
Mail steamer Devanha by which they
had secured passage to proceed to
Hongkong.

The special tender conveying the
party to the Devanha grounded near
Woosung and thus missed the De-
vanha.

SHANGHAI POLICE.

ENROLMENT OF RECRUITS
SUSPENDED.

From Our Own Correspondent.

Shanghai, 18th December.

12.20 p.m.

The proposal to add to the
strength of the Shanghai Municipal
Police force by the enrolment of 250
Sikh recruits has been temporarily
suspended.

FOOCHOW RACES.

FIRST DAY'S RESULTS.

From Our Own Correspondent.

Foochow, 11th December,
6 p.m.

The Winter Race Meeting com-
menced to-day and will be continued
to-morrow and Thursday.

The results of the first day's races
are as follows:

1.—THE STEWARDS CUP.—Presented. Value
\$100. For all China ponies. Weights as
per scale. Entrance \$5. One mile and a quarter.

Won by Mr. Willie Shaw's Camarade.

2.—THE CRITERION STAKES.—Of \$10 each
with \$200 added, divided 70, 20 and 10
per cent to the First, Second and Third
Ponies. For all China Ponies. Weights as
per scale. Non-winners allowed 7 lbs.
extra. Non-winners allowed 3 lbs. En-
trance \$5. One mile and a quarter.

Won by Mr. Willie Shaw's Camarade.

3.—THE LADIES' PURSE.—Presented. Second
Pony to receive \$25. For Subscription
Griffins of this Meeting. Winners 7 lbs.
extra. Non-winners allowed 3 lbs. Riders
who have never won a race allowed 7 lbs.
extra. Non-winners allowed 3 lbs. En-
trance \$5. Three quarters of a mile.

Won by Capt. Hope's Spots.

4.—THE CONSOLATION CUP.—Value \$100.
For all bond fide beaten China Ponies that
have run at this Meeting. Weights as
per scale. Entrance \$5. One mile.

Won by Mr. Min's Bedale.

5.—THE MANCHU STAKES.—A forced entry
of \$10 each with \$100 added, divided 70,
20 and 10 per cent. to the First, Second
and Third Ponies. For all bond fide
beaten Subscription Griffins of this Meet-
ing that have not won a race. Weights as
per scale. Once round.

Won by Capt. Hope's Spots.

6.—THE MIN STAKES.—Of \$10 each with
\$70 added, divided 70, 20 and 10 per
cent. to the first, second and third ponies.
For subscription griffins of this meet-
ing. Weights as per scale. Entrance \$5.
One mile and a quarter.

Won by Mr. Min's Bedale.

7.—THE CHAMPION STAKES.—Of \$10 each
with \$100 added. A forced entry for
China Ponies and open only to winners
at this Meeting except the winner of the
Hacks, and optional for the winners of the
Manchu Stakes and Consolation Cup.
Winners of two races at this Meeting \$15
extra, of more than two races \$40 extra.
Weights as per scale. One mile and a quarter.

Won by Mr. Willie Shaw's Camarade.

8.—THE "CAPTAIN HOPE" CHALLENGE
CUP.—Presented. For all China ponies.
To be won at two consecutive winter
meetings in all by ponies of the
same owner or owners. Entrance \$10 to go to the
winner until the cup is finally won, when
the second pony will receive the entrance
fees. Weights as per scale. Subscription
griffins of this meeting allowed 10 lbs.
One mile.

Won by Mr. Bridge's Tiara.

9.—THE HACK STAKES.—A distance handi-
cap. Of \$5 each with \$5 added for each
starter. For all horses and China ponies
not otherwise entered. Catch weights
over 11 stones. Jockeys who have never
won a race in China or Hongkong pre-
vious to this meeting allowed 7 lbs. Three
quarters of a mile.

Won by Capt. Hope's Spots.

10.—THE LEDGER CUP.—Presented. Value
\$100. Second Pony to receive \$25. For
all China Ponies. Weights as per scale.
Winners 7 lbs. extra. Non-winners allowed 3 lbs.
Entrance \$5. Three quarters of a mile.

Won by Capt. Hope's Spots.

11.—THE HACK STAKES.—A distance handi-
cap. Of \$5 each with \$5 added for each
starter. For all horses and China ponies
not otherwise entered. Catch weights
over 11 stones. Jockeys who have never
won a race in China or Hongkong pre-
vious to this meeting allowed 7 lbs. Three
quarters of a mile.

Won by Capt. Hope's Spots.

12.—THE MANDARIN'S CUP.—Presented by
the local authorities. Second pony to pay
to the plaintiff firm, \$25. For subscription griffins of
this meeting. Weights as per scale. Win-
ners 7 lbs. extra. Entrance \$5. Seven
furlongs.

Won by Capt. Hope's Spots.

13.—SECOND DAY'S RESULTS.

From Our Own Correspondent.

Foochow, 12th December,
6.20 p.m.

The winter race meeting was con-
tinued to-day.

Appended are the results.

1.—THE WINTER STAKES.—Of \$10 each
with \$90 added, divided 70, 20 and 10
per cent. to the first, second and third
ponies. For subscription griffins of this
meeting. Weights as per scale. Win-
ners 5 lbs. extra. One mile.

Won by Mr. Steele's Anteater.

2.—THE BIG SWEEP CUP.—Value \$150.
For all China ponies. Weights as per
scale. Winners at this meeting 7 lbs.
extra. Entrance \$10. Seven furlongs.

Won by Mr. Oswald's Zapeter.

3.—THE HAKKAN CUP.—Presented. Value
\$100. For subscription griffins of this
meeting. Weights as per scale. Win-
ners 5 lbs. extra. Non-winners allowed
3 lbs. Entrance \$5. Once round.

Won by Capt. Hope's Spots.

4.—THE HONGKONG CUP.—\$150 to first
and \$50 to second pony if three or more
starters. For all China ponies. Weights
as per scale. Subscription griffins of this
meeting allowed 7 lbs. Winners at this
meeting 7 lbs. extra. Entrance \$5. One
mile and a half.

Won by Capt. Hope's Spots.

5.—THE CHAASZE CUP.—Presented. Value
\$100. Second pony to receive \$25. For
all China ponies. Weights as per scale.
Winners 5 lbs. extra. Non-winners allowed
3 lbs. Entrance \$5. Three quarters of a mile.

Won by Mr. Steele's Anteater.

6.—THE COMPRADE'S CUP.—Presented. Value
\$100. First pony to receive 70%, second
70%, and third pony 10%. For sub-
scription griffins of this meeting.
Weights as per scale. Winners 5 lbs.
extra. Non-winners allowed 3 lbs. En-
trance \$5. One mile and a quarter.

Won by Capt. Hope's Spots.

7.—THE FOOCHOW STAKES.—Of \$10 each
with \$100 added, divided 70, 20 and 10
per cent. to the first, second and third
ponies. A forced entry for all China
ponies entered at this meeting, except
those entered only for the hacks, and
optional for subscription griffins. Weights
as per scale. One mile and a quarter.

Won by Capt. Hope's Spots.

8.—THE HONGKONG TELEGRAPH,
FOOCHOW RACES.

From Our Own Correspondent.

Foochow, 13th December,
6.55 p.m.

The third and last day's races of
the winter meeting were run off to-
day with the following results:

1.—THE CLUB CUP.—Value \$100 to First
and Second pony to receive \$25. For
Subscription Griffins of this Meeting.
Weights as per scale. Winners 5 lbs.
extra. Non-winners allowed 3 lbs. En-
trance \$5. One mile and a quarter.

Won by Mr. Willie Shaw's Camarade.

2.—THE CRITERION STAKES.—Of \$10 each
with \$200 added, divided 70, 20 and 10
per cent to the First, Second and Third
Ponies. For all China Ponies. Weights as
per scale. Non-winners allowed 7 lbs.
extra. Non-winners allowed 3 lbs. En-
trance \$5. One mile and a quarter.

Won by Mr. Willie Shaw's Camarade.

3.—THE LADIES' PURSE.—Presented. Second
Pony to receive \$25. For Subscription
Griffins of this Meeting. Winners 7 lbs.
extra. Non-winners allowed 3 lbs. Riders
who have never won a race allowed 7 lbs.
extra. Non-winners allowed 3 lbs. En-
trance \$5. Three quarters of a mile.

Won by Mr. Willie Shaw's Camarade.

4.—THE CONSOLATION CUP.—Value \$100.
For all bond fide beaten China Ponies that
have run at this Meeting. Weights as
per scale. Entrance \$5. One mile.

Won by Mr. Willie Shaw's Camarade.

5.—THE MANCHU STAKES.—A forced entry
of \$10 each with \$100 added, divided 70,
20 and 10 per cent. to the First, Second
and Third Ponies. For all bond fide
beaten Subscription Griffins of this Meet-
ing that have not won a race. Weights as
per scale. Once round.

Won by Mr. Willie Shaw's Camarade.

6.—THE MIN STAKES.—Of \$10 each with
\$70 added, divided 70, 20 and 10 per
cent. to the first, second and third ponies.
For subscription griffins of this meet-
ing. Weights as per scale. Entrance \$5.
One mile and a quarter.

Won by Mr. Willie Shaw's Camarade.

7.—THE CHAMPION STAKES.—Of \$10 each
with \$100 added. A forced entry for
China Ponies and open only to winners
at this Meeting except the winner of the
Hacks, and optional for the winners of the
Manchu Stakes and Consolation Cup.
Winners of two races at this Meeting \$15
extra, of more than two races \$40 extra.
Weights as per scale. One mile and a quarter.

Won by Mr. Willie Shaw's Camarade.

8.—THE HAKKAN CUP.—Presented. Value
\$100. Second pony to receive \$25. For
all China Ponies. Weights as per scale.
Winners 7 lbs. extra. Non-winners allowed
3 lbs. Entrance \$5. Three quarters of a mile.

Won by Capt. Hope's Spots.

9.—THE HONGKONG CUP.—\$150 to first
and \$50 to second pony if three or more
starters. For all China ponies. Weights
as per scale. Subscription griffins of this
meeting allowed 7 lbs. Winners 7 lbs.
extra. Entrance \$5. One mile and a half.

Won by Capt. Hope's Spots.

10.—THE CHAASZE CUP.—Presented. Value
\$100. Second pony to receive \$25. For
all China ponies. Weights as per scale.
Winners 5 lbs. extra. Non-winners allowed
3 lbs. Entrance \$5. Three quarters of a mile.

Won by Capt. Hope's Spots.

11.—THE COMPRADE'S CUP.—Presented. Value
\$100. First pony to receive 70%, second
70%, and third pony 10%. For sub-
scription griffins of this meeting.
Weights as per scale. Winners 5 lbs.
extra. Non-winners allowed 3 lbs. En-
trance \$5. One mile and a quarter.

Won by Capt. Hope's Spots

KOWLOON-CANTON

RAILWAY.

A VISIT TO LION'S HEAD.

PROGRESS OF THE WORKS.

13th inst.

It is difficult to conceive the progress of the work of constructing the Kowloon section of the railway to Canton without paying a personal visit to the scene. Any opinion as to dilatory methods and sluggish workmen disappear immediately one comes in sight of the railway works and the busy gang of workmen with pick and shovel. Without asserting that it provides one of the most animated sights to be found in Hongkong, it will certainly be allowed that it is a picture of industry and energy which is decidedly good for sore eyes. The central scene is at Lion's Head mountain which will be pierced by a tunnel, and there gang of coolies are engaged making cutting, excavating the smaller hills and levelling the valleys preparatory to laying the line, while at the foot of the mountain itself a host of workmen are making ready for the drill which will be operated in the tunnel itself.

A WALKING' EXCURSION.

Starting from Kowloon, the greater part of the journey to Lion's Head may be accomplished by means of the necessary rickshas. Whether it would be wise to distract the puller your ultimate destination is another question and may safely be left to the individual visitor himself. Now that the cold weather has set in and the roads are firm and dry, it would not prove unprofitable to make the trip as a sort of pedestrian excursion, and there is certainly enough of interest en route to attract the attention of those who adopt this method of reaching the railway.

THE RAILWAY AT LAI-CHI-KOK.

The first sign of the Kowloon railway operations is found at Lai-chi-kok, where a light railway, springing apparently from the hills, meanders across the main road and passes along the wharf where piles of material are waiting to be transported up country. The railway is of narrow gauge and is of a temporary character, being merely intended for the conveyance of the heavy materials required in the construction of the line. The temporary track, however, is an excellent guide for the stranger unfamiliar with the lie of the land, because he is only to keep it in sight and he is bound to attain his object. It runs alongside the main road for a distance and then branches off to the right. A narrow footpath through cultivated fields affords an excellent road for those bent on satisfying their curiosity as to what is being done on the railway.

RAILS FOR THE NEW TRACK.

Recently it was noted that a P. & O. boat had discharged an immense quantity of rails which were obviously intended to be used in the construction of the Kowloon-Canton track. It was difficult to obtain particulars at the moment but time has proved that our conjectures were well-founded. The rails were unloaded at the wharf of the Hongkong and Kowloon Wharf and Godown Company, almost blocking up the thoroughfare along the wharves. Afterwards they were placed in junks which proceeded to the railway wharf at Lai-chi-kok and there discharged their cargoes. With the facilities afforded by the temporary railway line it was a comparatively simple matter to transfer the rails to trucks which were sent along to the scene of operations. The "Puffing Billy," which bears an Italian name, was making a huge bustle and fuss when we passed it drawing a number of sand-dust charging trucks, but it has proved of vast service to the engineers of the line.

IN THE COUNTRY.

After leaving what seems to be the main road and following the narrow pathway through the fields—and, by the way, the ricksha puller finds no difficulty in keeping to the path—the visitor is at once struck by the orderly arrangement of the market gardens which are laid out on either side. It may be that the Chinese gardener uses objectionable methods in cultivating his land, but he certainly has the knack of making the most of it. There does not seem to be a square inch of arable ground which is not giving forth the fruits of the earth. The fine fat cabbages, which one reads of but seldom sees, are to be seen in abundance. In fact the fertility of the land combined with the industry of the tenants will astonish those who only know Chinese market gardens by hearsay. Moreover, the gardens are well watered, irrigation, primitive no doubt, but evidently sufficient for the purpose, being employed to assist nature in obtaining the best results. There need be no famine in market produced when the new line is completed, for if within sight of Kowloon the land is cultivated with such assiduity there is no reason to doubt that the fertile lands of the New Territories will prove to be equally rich and reproductive.

Here and there a little "shack" accommodates the gardener and his family, completing the sylvan aspect of the scene.

THE TRACK.

So far as could be ascertained not a single rail of the actual Kowloon railway has yet been laid. The final touches are being given to the embankments and culverts. At this point the track will be considerably about the level of the surrounding country with the object of being free from inundation in the rainy season. There is no appearance of any scamped work; the culverts are of solid masonry, and the embankments are firmly welded together, so that there need be little fear of a subsidence even in the wettest weather.

A PEDESTRIAN'S JOY.

The journey from Kowloon to Lion's Head is estimated to be about three miles and in the winter when sharp winds whirl across the wide expanse of level country the visitor will be only too glad to discard the ricksha for "shank's mare." In fact, the walk should be delightful and unless the path through the fields is private property so that "passers-by" will be prosecuted, the trip should prove very fitful, if only that it leads to new scenes and new experiences.

THE RAILWAY SETTLEMENT.

By and by a miniature village comes into view—not a Chinese village, but a prosperous-looking settlement where all is life and bustle. The houses are substantial and commodious, the people brisk and busy. This is the village which has sprung up in a few months, following the arrival of the foreign engineers and foremen. An open air kiosk or stall where the labourers may purchase their little luxuries stands at the entrance to this bivouac of industry, and here the ricksha coolies remain. On the right there is a large bungalow which is the residence of the managers; further along are the dwellings of the foremen and Europeans generally, while the doctor's house stands on a knoll by itself. An engine and match is in course of erection for the accommodation of the coolies, and everything has been made snug for the cold season. No womenfolk are allowed in the settlement.

COOLIES AT WORK.

Hundreds of coolies were at work along the track of the projected line. At one place they had made a deep cutting. So far nothing of a

character to hamper the work has been encountered. The hills are composed of sand and rubble which yield to a blow of the pick. Consequently there has been little or no blasting to occupy the time of the labourers and the work has proceeded with unabated vigour right up to the Lion's Head itself.

PREPARING FOR THE TUNNEL.

As stated, the local line runs along almost to the site of the tunnel, and the loco was puffing and panting with loads of sand, which being excavated from the high lands was being used in the construction of the lower levels. At other places, coolies were pushing trucks filled with the soft subsoil of the hills, finding it all they could do to keep pace with the vehicles as they slid along the rails. All was activity and stir. What the people of the district think of the new methods and the lively spirits of the labourers it would be interesting to learn. Sunday and Saturday the men are hard at work earning a competence for themselves and families. Fully a thousand men are employed in the vicinity of the tunnel itself, and all along the route squads of labourers are preparing for the day when the rails will be laid. There is not very much to see about the tunnel, or where it is to be—only a regiment of men digging and laying trucks. The time has not yet arrived when it is possible to give a description of the work at Lion's Head, except to say that the tunnel will be about two and a half miles long. One of the Europeans estimated that the work of completing the line will occupy seven years, but what grounds there are for accepting that statement as gospel we cannot surmise.

A REFRESHING TRIP.

It is enough to say that the trip is as enjoyable as it is profitable, and those who have met the new community at Lion's Head are likely to repeat the visit. Even the laziest individual will concede that he has gained fresh knowledge of what is being done in the way of the development of China.

A QUESTION OF GOOD IMA.

SMASHING UP A TEA SHOP.

A tired-looking coolie, after a hard day's work, walked into a tea shop at No. 82, Wing Lok Street, yesterday evening, and dropping into a seat, called for some tea and cakes. The order was promptly carried out. After taking a couple of sips of the beverage, the coolie called the waiter.

"Do you call this tea?" he asked. "Why, the thing isn't hot!"

"Why then don't you go and boil your own tea instead of coming here?" asked the waiter, inquisitively.

"If I had a home to boil my own tea, do you expect for a moment that I would come to place like this?" replied the coolie.

The waiter told the coolie that he would not take any more "cheek," and as the coolie looked like saving more, the waiter was alleged to have handed him a blow under the chin, knocking the coolie over. Two of the coolie's friends, who were entering the tea shop at the time, saw their friend sprawling on the floor, and on learning the cause of the trouble, the pair sailed after the waiter and dropped him like a log. They did the same with the other waiters, who had not taken to their heels. During the fight a basket full of crockery was destroyed. The three coolies were given in charge as they were leaving the premises. They were arraigned before Mr. F. A. Hazelton, at the Police Court, to-day, on a charge of assault, lodged against them by the waiter, and they were bound over in the sum of \$100 to keep the peace for a year.

ALLEGED ATTEMPTED SUICIDE.

YOUNG WIDOW'S LOVE TROUBLES.

A young, comely-looking widow, named Hung Fun, twenty-three years of age, who was until last evening employed by a Portuguese woman, residing at No. 139, Puyu East, as amah, was alleged to have attempted to commit suicide yesterday, first by hanging and then by taking opium, because her old mother objected to her marrying the man she loved. The man who was so successful in working round the widow's affections is a hawker carrying on a small business on the ground floor of the same building in which the widow lived with her employer. He also is a young man, with a No. 1 wife in the interior. To become acquainted with the young widow was an easy matter, for she made it a point of patronizing his shop for her supplies. The acquaintance ripened into friendship. The friendship ripened into something else, until one quiet afternoon when business was slack, and the young widow went to purchase some preserved eggs, the hawker, taking his courage in both hands, popped the vital question.

"Would she become his No. 1 concubine?" The widow pretended she did not hear him and busied herself adjusting the strings of her purse which really did not require fixing. He gathered up courage again and repeated the request. This time he was successful. She smiled, shook her head, and added that she was agreeable, but that he would have to "ask mamma." The hawker tackled mamma the first opportunity he had, but he found her obdurate. She could not hear of such a thing and refused to give a reason. The widow tried next and she met with as much success as her lover did. Whether the lovers made up between themselves that the mother's decision must be altered at any cost, is not told, but while her employer and the latter's friends were having a long dinner last evening the widow, with the front of her last boiled, dashed into the room and said she had taken poison. Without much ado she was rushed to No. 1 Police Station and handed over to Inspector Guislay, who, on examining the widow, disclosed the whole thing to be a yarn. The widow told the police her story and said she had attempted to commit suicide by hanging earlier in the day, but failed. Later in the evening, she went on, she mixed some opium with water and poured it over her clothes. She had no idea of taking her life on this occasion, she is reported to have said, only by doing that she thought her mother would change her mind and give her consent to the marriage. The girl took to her heels immediately the police held the widow and charged her this morning, before Mr. F. A. Hazelton, with "attempting to commit suicide." This charge she denied. When his Worship learnt the story he called in the hawker.

"Do you want this woman to be your concubine?" asked the Court.

The hawker said he did, but before he could utter another word, the widow's mother, tongue loose, strongly objecting to any such union. As her reason, she explained to the Bench that her daughter was once a No. 1 wife and she could not think of giving her consent now to her daughter becoming a concubine. It was too low!

After promising the Court that she would not make an attempt on her life again, his Worship bound accused over in the sum of \$100 to come up for judgment when called upon, at the same time advising the unfortunate hawker to see the mother again and try to talk her over, which from the present condition of things looks very unlikely.

COOLIES AT WORK.

Hundreds of coolies were at work along the track of the projected line. At one place they had made a deep cutting. So far nothing of a

SALVING THE "PATRARCH."

ANOTHER SUCCESS ENSURED.

13th inst.

It is now five days since the salvage vessel *Fronde*, having successfully floated the *Patrarch*, the German steamer which, since the fatal day of the 18th September, has occupied such a conspicuous place upon the Wharf Co.'s premises at Kowloon. The work done upon the *Patrarch* during these five days is of such a satisfactory nature as to practically ensure another success for the *Fronde*.

It will be remembered, from a previous report which we published of the *Patrarch*'s condition, that she was practically sitting down upon two large steel lighters into which she had cracked and fixed herself, as into a cradle. The condition of things has now been remedied, since divers from the *Fronde*, having made everything tight below the deck, etc., in the hold, were got down to the bottom, and she was pumped dry, releasing her, as she rose, from her precarious berth. Instead, therefore, of lying, as she did, broadside on to the wharf, her head has now been seawarded till the lies at an angle of 35 degrees from her original position; her nose almost touching the ruined pier of the Wharf Co., while, though her stern is high and dry, the next flood-tide should allow of her being towed into deep water. There still, however, remains one obstacle to her successful refloating, in the shape of one more steel lighter, which has sunk just outside her hull upon the sea side, but it is thought that she will pass safely over this obstruction when the next high-tide arrives.

Altogether the results which have attended the efforts of the *Fronde* in her work upon the *Patrarch* augur well for her another complete success in addition to her previous ones.

The main damage to the *Patrarch*, seems to

THE "SORSOGON" REMOATED.

SUCCEFUL OPERATIONS BY THE DOCK CO.'S STAFF.

13th inst.

One by one those in charge of the various salvage parties at work in connection with the different wrecks in the harbour since the 13th September last are seeing the results of their labour crowned with complete success. Hitherto the *Fronde*, to whose credit is due the raising of the *Chinese Mars*, have confined their attention mainly to the work of repairing and overhauling within the Company's shipyards, the Danish experts on board the *Fronde* claiming to themselves most of the successes attending their stupendous efforts in refloating the all-but-ruined *Hungshun* of Bau-chau; the French destroyer *Fronde*, and a couple other steamers within the harbour limits. The wreck of the American steamer *Sorsogon* was left to the Dock Co. to refloat. The *Sorsogon*, as might be recalled, was advertised for sale by public auction as she lay upon the Hungshun seawall where she went down on the 15th September. The sale was subsequently withdrawn as the wreck had changed hands by private treaty to the Dock Co. for a sum of \$4,000 including the old boiler astore. A few weeks since a preliminary examination was made by the Company's divers to ascertain the extent of damage to the hull of the vessel, and at a later stage of the operations divers from the British Navy were also employed upon a similar undertaking. It was then ascertained that the damage to the *Sorsogon* was not so extensive, but not so great, however, as to lead to her being abandoned to the scrap heap. It was ultimately decided to make every attempt to re-float the steamer. That the decision was a wise one is borne out by the fact that the *Sorsogon*, thanks to the skilful operations of the salvaging experts, is once again on the surface. Lashed to the improvised pontoon, that had been built in connection with the operations, on one side and hugging the dredger *Canton River* on the other, the *Sorsogon* supported by stout timber frames connecting the pontoon with the dredger was towed out of the seawall opposite the sheerlegs to a position midway between the No. 2 and No. 3 Docks at Hungshun shortly after four o'clock yesterday afternoon. The *Robert Ross* assisted by the *Edith* towed the iron, No. 3 dock, is engaged by the Admiralty where in turns H.M. torpedo-destroyers are being overhauled; while No. 2 dock holds the *Hungshun* for her extensive repairs which may not be completed for some little time longer. As soon as either of these berths is available the *Sorsogon* will be promptly dry-docked and men will be set to work on her to render her seaworthy again. The new boiler for the steamer was ready, at the time the typhoon took her, but was, fortunately, not placed in position. It can be seen under the sheerlegs at Kowloon. When the repairs are completed the *Sorsogon* should make a valuable addition to the floating assets of the Hongkong & Whampoa Dock Co.

13th inst.

The Sisters of the French Convent held their annual sale of fancy work at the City Hall this afternoon, the stalls being very tastefully and daintily arranged with very beautiful samples of the exquisite work the orphans are able to do, while many lady friends were indefatigable in their efforts to dispose of the articles for this most deserving object. The Band of the 12th Baluchi, by kind permission of the Colonel and officers, who gave their services free of charge, were present, and helped to enliven the proceedings with a very gay and appropriate selection of airs. Mention is also made to the Star Ferry Company for kindly conveying the members of the Band from and back to Kowloon, free of expense. It is hoped that this Bazaar will again prove the success it

so eminently deserves to be, and as the efforts of the ladies are endeavoured to make it.

The ladies who kindly assisted at the stalls were—Mercedes Bailey, Williams, Saunders, Maillard, Marty, Goetz, Liebert, Clothier, Aitken, Kent, Vaughan Lee, Chitty, Bolles, White, Allen, Walker, Marchant, O'Sullivan, Hastings, Master, Lammet, Gimble, Bateson-Wright, Bird, Birrell, Tomkin, Griffin, Gray Scott, Kruger, Saymour, Dowley, Mowat, H. Lammar, Grace, Jason, Andrew, Forbes, Jordau, Wallace, Tooker, Carter, Misses Berkeley, Vernon, Hooper, D. Hooper, Shaw, Master, O'Sullivan, Hazelton, and Macdonald.

13th inst.

At the Supreme Court to-day before his Honour Mr. A. G. Wise, Police Judge presiding, in Summary Jurisdiction, the Ho Sang firm of No. 14, Lee Shing Street, shark-fin dealers, sued Messrs. P. F. Talal and Company, of Nos. 112 and 114 Wellington Street, merchants and commission agents, and Messrs. Abdool and Co. of No. 24, Gage Street, merchants and agents, for the recovery of \$1,000, being as to \$500 the value of five pairs of shark-fins wrongfully removed from plaintiffs premises, on 12th November, 1906, in view of the return thereof, and as to \$500 damages for trespass, and injury to plaintiffs business.

Mr. F. X. d'Almada Castro appeared for the plaintiffs, and Hon. Mr. H. E. Pollock, K.C., instructed by Mr. W. Atkinson, of Massare, Deacon, Loke, and Deacon, represented the defendants.

Mr. d'Almada applied for leave to amend the writ of summons, by adding the names "Wing Kee" to the plaintiff firm, and as there was no objection the application was granted.

For the plaintiff Mok Quing, living in the firm, said he purchased the shark-fins, but did not take delivery and pay for them. Witness said he was unable to pay them and asked for a bill of exchange. Defendants refused to give time to Chik Man Po, and witness refused to sign it. Chik Man Po signed it and chopped it, with the principal chop of the firm.

Asked by the Court whether the chop was kept, witness said it was always in his own possession, and no one, not even Chik Man Po, could obtain access to it. He had no authority to use that chop.

When asked how it was his partner had no right to use the chop, and how he did manage to use it, despite the fact that it was kept always by witness, and was thus, as witness had stated, inaccessible to Chik Man Po, witness said he did not know, he saw it signed and chopped but he remained quiet, as he thought the defendants understood the law; when the coolies came to remove the goods he also remained quiet. Chik Man Po could not get the chop as it was always in witness's personal possession.

His Honour said it was impossible to believe the plaintiff's statements, as they were so contradictory, and it was unnecessary to call upon the defence, and he gave judgment for defendants with costs, and certified costs of Counsel.

13th inst.

The bazaar which was held in the City Hall the other day in aid of the funds of that most charitable institution the French Convent has not proved so successful as had been desired or expected. As was previously stated, the bazaar had for its object the sale of amanieres, jacs, and other articles which had been made by the hands of the Chinese orphans who are looked after and tended by the Sisters of the Convent. The display was an excellent one, very respectably, but the public refrained from attending, with the result that the Sisters had to return to the Convent with the majority of the goods unsold. The double intention to augment the funds of the institution and to contribute the amount required for the erection of the hospital in Leighton Hill Road has therefore been frustrated. It is now proposed to afford residents the opportunity of helping the Convent by contributing to the disposal of the remaining articles. The plan adopted is rather a novel one. Parties may contribute \$5 or \$10 or any other amount they may please, and that amount will be credited to them. Whereupon the Sisters will apportion some article or articles representing the sum handed over, and the donors will have the satisfaction of assisting the institution while, at the same time, they will receive articles for value received, so that in reality they will not be out of pocket. The Sisters in charge of the scheme hope that gentlemen will not tremble when she presents her book of coupons, but contribute to the support of the institution. The Mother Superior also wishes to thank the ladies who were in charge of the stalls for their services, and the public for their patronage. The officer commanding and the officers of the Baluchi are thanked for permitting their band to give selections of music at the bazaar, and the bandmen free transits on the Ferry is also acknowledged.

"Who is that man?" he asked, pointing to the defendant.

TUNG WA HOSPITAL.

APPOINTMENT OF NEW COMMITTEE.

10th inst.
The Board of Directors, consisting of 16 members, for the ensuing year, of the Tung Wa Hospital, has just been appointed. A meeting of the new committee was held at the hospital yesterday for the purpose of appointing the Chairman of the Board. Mr. Ho Kom Tong, assistant comprador, Messrs. Jardine, Matheson & Co., was elected Chairman by a large majority; 13 members voting for the appointment out of 15. The other members of the directorate are, Messrs. Cho Shek Yee (of the Hang Kee firm of commission agents), Tze Yam Chee (manager, Meng Sun Bank), Lee Chin Ching (nominee of the Sunbrokers' Guild), Mui King Shek (of the California firm of Kun Fat Wing), Yu Po Sam (Tung Tak Song, cotton yard dealers), Tsui Kwai Ng (comprador, Messrs. P. B. Petri & Co.), Li Wai Tong (property owner), Tong Tsui Sau (Tong Yu Insurance Co.), Li Kit Ping (Wang Hing firm of jewellers), Tsiang See Fan (Tseng Hop Cheong, Nam Pak Hong), Pun Tat: Hung (comprador, Messrs. Meyer & Co.), Wong Sam Kin (Wing Cheong Sing peregrine goods firm), U Peng U (Veng Fat Yung opium firm), Li Kin Tong (property owner) and Li Ping Shek (Kwong Yuen Rice shop).

The new directors will assume office on the 16th inst. when, according to custom, the retiring Board will hand over the books and accounts of the Tung Wa Hospital.

YAUATI BRANCH HOSPITAL.

The committee, of which Mr. Ho Kom Tong was elected chairman yesterday, enters office upon a not unimportant stage in the history of the Tung Wa Hospital; for it will be one of the duties of the new Committee to see to the carrying out to a successful completion the branch hospital at Yauati which it has been the endeavour of the parent institution to have erected on the peninsula some time ago. As far as we have been able to learn, the site for the Yauati hospital has already been granted by Government; it is conveniently situated in the neighbourhood of the disintegrating station in that rapidly growing township. So far a sum of \$35,000 has already been subscribed by the Chinese community towards the cost of erection, and it is believed that a sub-committee of the Board of Directors will be appointed whose duty it will be to superintend the work of building and subsequent control and working of what promises to be one of the most useful institutions for the Chinese across the harbour.

AN INSANE EXECUTOR.

APPLICATION FOR A TRUSTEE.

10th inst.
In the Probate Jurisdiction Court this morning, His Honour the Chief Justice presiding, Mr. H. G. Calthrop, instructed by Mr. K. Lang, of Messrs. Deacon, Looker and Deacon, appeared in the matter of the estate of Poon Hung, alias Poon Shing, alias Poon Tai Ting, alias Poon Sze Lin, deceased, and in the matter of the Trustee Ordinance of 1901, section 61, in support of the petition of Chau Shih, the executrix of the will of the above deceased. The above-named deceased died on or about the 25th December, 1901, having previously made his last will and testament, at Sai Shing village, in the Nam Ho district, Kwangtung province, whereof he appointed the petitioner and others as executrix and executors. On the 19th April, 1902, probate was granted by the Court to the petitioner, the other executors having renounced. In the said will, after the appointment of the executrix and executors, there appeared this clause (*inter alia*): management of the estate shall be returned to my eldest son, Kit Chit, when he shall have obtained his majority, except for the above recited clause there is nothing in the said will indicating that the deceased wished to appoint the said Kit Chit to be executor and trustee upon attaining his majority. On 31st October, 1906, the said Kit Chit was medically examined by Gregory P. Jordan, M.B., C.M., (Ed): M.R.C.S., England, medical practitioner, practising in Hongkong, and certified to be of unsound mind; and this certificate was filed in the Court. The said Kit Chit is now adult, having attained his majority on or about 10th June, 1906, but is not, and has not been for several years, a fit person to manage the estate and effects of the said deceased, which, at the time of the death of the deceased, was sworn at \$143,000. The petitioner therefore prayed that the Court be pleased to advise her on the following points: (1) As to whether, under the said will, the said Kit Chit would have been entitled to apply for probate, on coming of age, had he been of sound mind, and whether on coming of age he became trustee; (2) whether, if so, under such will the said executrix ceased to be the executrix and trustee, on the said Kit Chit coming of age; (3) whether it is now, on account of the said Kit Chit's unsoundness, necessary for the petitioner to obtain an order from the Court entitling her to continue to act as executrix and trustee of the said estate, and (4) generally. After hearing learned counsel, and his authorities, His Honour said he was informed by the Registrar of the proper course to take, and made an interim order by which the trusteeship became vested in the Official Administrator, until the said Kit Chit was found and declared to be a lunatic, when the petitioner could take such action before the Court as she might be advised.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

10th inst.
The following are the highest scores in the pool competition at 200 yards held at the King's Park range on the 8th and 9th December:-

A. Blowey.....	58+11=69
J. S. Lewington.....	56+12=68
J. C. Gow.....	67 scr. =67
D. J. McKenzie.....	60+6=66
A. G. Newton.....	49+16=65
A. W. J. Watt.....	60+4=64
R. E. O. Bird.....	54+10=64
A. Jenkins.....	63 scr. =63
R. M. Eickel.....	46+16=62
S. T. Egeron.....	41+20=62
G. H. Wakeman.....	57+4=61
E. W. Terrey.....	47+14=61
H. W. Bird.....	51+8=59
A. C. Franklin.....	39+20=59
Dr. G. M. Harston.....	39+20=59
F. Maithaud.....	48+10=58
Dr. E. V. Jones.....	47+10=57
Dr. O. M. Marriott.....	31+24=55
J. Hutchings.....	34+20=54

Police-Sergeant Aris, of Kennedy Town Police Station, arranged the master of cargo-boat No. 6123 before Mr. T. Sercombe Smith, at the Police Court on Monday, and charged him with neglecting to cover a cargo of kerosene oil, which he had on board, on Saturday, with a serviceable tarpaulin. The defendant admitted the charge. His Worship, in convicting the delinquent, informed him that he was liable to a fine of \$50 a day as long as the offence was committed. On this occasion he was fined \$30. The fine was paid.

H.E. THE GOVERNOR.

LATEST BULLETIN.

10th inst.
The following bulletin was issued yesterday by the physicians in attendance upon His Excellency the Governor, Sir Matthew Nathan: His Excellency the Governor has maintained the improvement of last week, and will therefore be able to leave the Colony on Saturday, 15th inst., as arranged.

MESSRS. COTTAM & CO., LTD.

10th inst.
As will be seen from the advertisement appearing on our front page, Messrs. Cottam & Co. commence to-day their great annual cash sale, with the object of making room for new stock. A visit to their premises can only serve to impress the customer with the actuality of the extraordinarily cheap prices at which Messrs. Cottam & Co. are offering their goods, during the current fortnight.

In view of the hard times existing at present in the cost of clothing, it is much to be appreciated, particularly with the winter season coming upon us. We have made an inspection for ourselves, and cannot but recognize that Messrs. Cottam are offering their choice and tastefully chosen stock at much below cost value. Their boots and shoes, their shirts and ties, re-selling at prices below cost; while in the matter of suits, in the selection and cutting of which Messrs. Cottam & Co. are so justly known to excel, they are making tremendous reductions, thus bringing it within the reach of everybody, irrespective of his purchasing capacity, to be fashionably and tastefully garbed, to the latest and most up-to-date fashions.

Three weeks have passed since the Loan Agreement of the Canton-Kowloon Railway was formally signed in Peking by the Chinese Government on one side and the representatives of the British and Chinese Corporation on the other side. Negotiations had been in progress for some months prior to the ratification of the Agreement and had been attended by representatives of the Canton Viceroy and of the provincial gentry. The utmost deliberation characterized every step of these negotiations and the Agreement was not signed until the Chinese Government had satisfied that everything was in order. To-day, writes the *N.C. D. News* of 3rd ult., we publish a telegram emanating from the Canton merchants resident in Shanghai to the Ministry of Foreign Affairs and to the Ministry of Posts and Communications in which exception is taken to the Agreement and the Government is urged to repudiate its undertaking. Similar telegrams, we are told, have been sent from the new Viceroy of Canton, the Canton Chamber of Commerce and the local Gentry, and, as we led to suppose that those messages have really been sent since the agreement was signed, it would seem, that a determined effort is being made to nullify the new Agreement. It still remains to be seen what effect an agitation of this nature will have upon the Peking Government. We are unwilling to believe that serious consideration will be paid to it; but a similar precedent is set, if such documents are accepted and are allowed to delay the formal promulgation of the Edict embodying the Imperial ratification of the Agreement.

The special circumstances of the Canton-Kowloon-Railway negotiations render the action of the Cantonese merchants resident in Shanghai as well as of H.E. Chow Fu, the new Viceroy of the Liang Kwang, all the more inexplicable and unpardonable. The negotiations were carried out under the authority of the Throne by the Waiwu with the full knowledge and consent of the provincial government of Kwangtung, which deputed special delegates to represent in taking the views of the Cantonese. The Central Government and the Viceroy were in close touch throughout and the conclusion of the Agreement was only reached after Viceroy Tsao had expressed his concurrence: it is difficult, therefore, to find any justification for the telegrams sent to the Waiwu and Ministry of Posts and Communications. Moreover, the wording of these messages argues either complete ignorance or deliberate misrepresentation of the terms of the agreement. No controlling powers have been conceded to the Corporation which undertakes to finance the railway construction and to lend technical experts for the work. The construction is to be carried out under the authority of the Chinese Government upon lines precisely similar to those adopted in the case of the Northern Railways, according to the Canton-Kowloon line will not constitute a branch of China's sovereign rights any more than the Peking-Shanhaikwan line which is entirely controlled by Chinese and forms a valuable asset to the country. Other suggestions are equally beside the mark and do not reflect much credit on the intelligence of those who penned them.

As things are at the present juncture, it may be presumed that when once the formal signature of the Chinese Government has been affixed to an agreement the matter is no longer the private concern of an individual Corporation, but passes under the tutelage of the foreign Government concerned. Consequently the attempts of the Cantonese gentry and others to secure the repudiation of the agreement are doomed to failure; for it is not to be supposed the British Government would overlook such a grave breach of contract on the part of the Peking authorities. The action of the Canton Merchants and gentry, however, is significant, and opens up the whole question of the position of the Central Government. It is clear that if the pledged word of the Chinese Government is to be liable to be violated for the whim of each provincial administration, the Government of the country is reduced to an absurdity and China makes herself ridiculous in the eyes of the whole world. Fortunately we need not anticipate a weak surrender on the part of the Central Government to the protest in question; but it would be satisfactory to know that similar attempts to repudiate Government pledges will not be made in the future.

We translate the following telegram sent by the Cantonese residents of Shanghai to the Ministry of Foreign Affairs, the Viceroy of the Canton provinces and the Head Chamber of Commerce of Canton, known as "Chu Shanting," with regard to the recent Kowloon Rail-

way Line:-

On Saturday afternoon last, an auction was held on the Polo ground; when the following discarded subscription griffins were submitted:-

Pony..... Purchaser..... Price.....

Bay (No. 7)..... Mr. W. S. Dupre..... \$60

Grey (No. 8)..... Mr. P. C. Pott..... 50

Grey (No. 9)..... Capt. Thornhill..... 150

Bay (No. 22)..... Mr. B. James..... 130

Bay (No. 23)..... Mr. W. S. Dupre..... 40

Chestnut (China pony)..... Mr. A. Moir..... 20

Grey (bought in)..... 120

A TURF ENTHUSIAST.

PROPERTY SALE.

11th inst.
Under instructions from Mr. H. K. Holmes, the vendor's solicitor, Mr. Geo. P. Amment, auctioneer, offered for sale, by public auction, at his sales rooms, Duddell Street, this afternoon, the following lots:- Lot 1 (sold by order of the third mortgage). The remaining portion of the reclamation to sub-sections 3, 4, 5 and 6 of Section D of Marine Lot No. 225, situated at Victoria, Hongkong, with houses Nos. 6, 7, and 8, Connaught Road West, and Nos. 9, 11, 13 and 15, New Market Street, theron (subject to a mortgage to secure \$50,000 and interest, and to a second mortgage to secure \$20,000 and interest).

Lot 2 (sold by order of the Mortgage).- The right of erecting and maintaining a pier in upon and over the Crown foreshore and Crown land covered with water, opposite Sutherland Street, Victoria, Hongkong, shown on the plan annexed to the Crown Lease of Pier lot 13 of Schedule B of Ordinance 1 of 1903.

TRAFFIC IN JAPANESE WOMEN.

On the 24th ult., the Moji police received information to the effect that a number of women were stowed away on board the Norwegian steamer *Daged*, which was due to leave for Hongkong. Police were dispatched to the vessel on steam launch; during the raid across the harbour a coal lighter was seen proceeding to Wakamatsu with an unusually large number of women on board. The lighter was stopped, says the *Nagasaki Press*, and the police quickly discovered that the 37 women on board were to have stowed aboard the *Daged* but could not do so owing to the vigilance of the police. A visit was made to the steamer, where 18 other women were found. All the women, thirty of whom are said to be natives of Nagasaki Prefecture, are now in custody and four men, Japanese, are also being held in connection with the affair.

The Hon. W. H. Shelford objected to the imposition of a fine for non-registration, the effect being a restriction of trade, the freedom of which had hitherto been the main cause of the Colony's prosperity. He thought that the disability of being unable to do, if unregistered, should be sufficient. He complained that the whole Bill was the result of the representations of the Official Assignees, whose view was necessarily restricted and who himself admitted in his report for 1903 that there had been an unregistered demand from the public for registration. This would tend to keep foreign traders away from here.

The Hon. T. S. Forrest, of the *Standard*,

Colonial Veterinary Surgeon reported the outbreak of some disease amongst the cattle, some twenty in number, in No. 5 shed of the Dairy Farm Co.'s premises at Pokfulam, and recommended that the shed be declared an infected area in terms of bye-laws 12 and 13 of Schedule B of Ordinance 1 of 1903.

THE ROYAL HONGKONG GOLF CLUB.

11th inst.
The monthly competitions for the Robertson Farwell Cup was held at Happy Valley from the 8th to 10th December, 1906. The following returns were made:-

ROBERTSON FARWELL CUP.

Mr. A. Gittins..... 76-2-74

Staff Paynt. H. G. Wilson, R.M..... 87-11-76

Mr. E. J. Grist..... 79-1-78

Lieut.-Col. A. E. Aitken..... 84-3-81

Mr. T. S. Forrest..... 79-4-83

Mr. T. B. Norrie..... 88-5-83

Mr. C. H. Gale..... 97-13-84

Mr. R. Miller..... 95-10-84

Mr. T. C. Gray..... 97-9-88

Dr. C. Forsyth..... 101-10-91

(26 entries):

POOL.

Mr. Staff Paynt. H. G. Wilson, R.M..... 87-11-76

Mr. E. J. Grist..... 79-1-78

Lieut.-Col. A. E. Aitken..... 84-3-81

Mr. T. S. Forrest..... 79-4-83

Mr. C. H. Gale..... 97-13-84

Mr. T. C. Gray..... 97-9-88

Dr. C. Forsyth..... 101-10-91

(36 entries):

WINNER OF CUP. WINNER OF POOL.

The next quarterly meeting will be held at Happy Valley from the 15th to 17th December, 1906.

The Chinese Engineering and Mining Company's total output of the Company's three mines for the week ending November 24, 1906, amounted to 22,563,62 tons and the sales during the period to 21,107,77 tons.

S.S. "HONGKONG".

SOLD FOR \$7,800.

10th inst.
Under instructions from Messrs. Goldring and Barlow, vendors' solicitors, Mr. Geo. P. Larmer, auctioneer, sold by public auction to-day, at noon, at his sales rooms, Duddell Street, the British M.S. *Hongkong*, as she now stands in the Colony. The vessel became the property of Mr. Wong Leung Ki, contractor, his bid of \$7,800 being the highest.

A condition of this sale was that the purchaser was required to commence operations for fitting the vessel forthwith.

THE CANTON-KOWLOON RAILWAY.

10th inst.
The past week has been chiefly of a "shifting" nature, as the subscription griffins that have now been in the Colony for two months, with a view of satisfying owners as to whether they are "no man's," "au pair," or "caveat," have been shifted along to all they are worth, and the consequence was that on Saturday six were shifted out and were sold by auction later in the day, which I will refer to later. So far nothing "exceptional" has stood out above the ruck—the average would be a mile in 2:30, with the last quarter at 25.

Mr. Longuet and Mr. Moxon's are encased either over a mile on Saturday with native "boys"—light weights—up, which distance they left behind them in 2:40, last quarter 35, finishing together.

Mr. Wickham's pony went a mile in 2:26, last quarter 33. This animal is a shapely one. He has very powerful hindquarters, a fairly good shoulder, and is well ribbed up. He, however, has a very small curvy eye

THE CHINA ASSOCIATION DINNER.

PROSPERITY TO THE CHINA ASSOCIATION.

The annual dinner of the China Association took place at Whitehall Rooms of Hotel Metropole on 6th ult. There were over 270 guests—the largest number that has ever assembled at one of these ever-popular functions. The gathering, which was representative one, was presided over by Mr. R. S. Gundry, C.M. There was the usual toast list, which was not too long in point of that social return afterwards which has always been a feature of the China dinner.

The Chairman, who was again warmly received, on rising to propose the toast of the evening, said:—It is gratifying, gentlemen, to note, as I am able to do from this position of vantage, the great gathering—the largest we have yet had—which testifies to the continued prosperity of the Association. (Applause.) We have again to deplore the loss of old and familiar friends—Bob Little, who was always with us—on the river, on the banks of the Lyceum, in the columns of the *North China Herald*, and latterly on the Committee of our Shanghai branch; Fullerton Henderson, who served as Secretary to the Hongkong branch for many years after its formation, and was as well known and liked in Japan and North China as in the South; Corney Thorne—I shall not, I know, be as used of levity in using these familiar sobriquets—whom I had to ask, less than a year ago, for information about the very early days of Shanghai which few but he survived to give. These men were of our own household. They had run their career. But you will, I know, wish that, should, as your mouthpiece, allude to other deaths—of men who were not of our membership, but who had conquered the regard and esteem of a community which we represent. The deaths of Dr. Macdonald, and of Bishop Horne—the first killed by pirates on a British ship, the latter drowned on duty during a typhoon—were perhaps even more sad, because more intimate; and our sympathy goes out to those whom they have left to mourn their loss. (Hear, hear.) There has, on the other hand, been a gratifying increase in the number of members on our rolls, who now total nearly 800; and I have not, this time, to explain any difference of opinion between the several branches of the Association, because no difference exists. (Hear, hear.)

SOME INCIDENTS OF THE YEAR.

The year has been full of incidents and of interest in Far Eastern affairs, although the incidents have not been invariably pleasing. The most characteristic, perhaps, because they typify an anti-foreign feeling which has been manifested in many ways, have been the riots at Shanghai 1st December, and the change in the status of the Imperial Maritime Customs implied in their subjection to a new form of control. The story of the riots is fresh in your recollection; and it will suffice to remark that the importance of the episode lay not in the question whether the woman whom the agitators elevated into a mandarin martyr had really kidnapped, or only bought the slave girls she was taking to Canton; though I am confident that the sympathy of respectable Chinese will have been entirely on the side of the police in their effort to thwart the hideous and notorious traffic which the incident represents. (Hear, hear.) The importance lay, so far as we are now concerned, in the occasion it afforded for an organised display of hostility to the foreign municipality. That the officials should regard with jealousy, and desire to regain control over, the great and prosperous settlement of their doings is not surprising. What is peculiar is that they should prefer to attain their end by interfering with our good work instead of incurring their own. They wait now, for instance, to set up in the Settlement a garrison which the Municipal Council says it would regard, under present conditions, as a menace to public safety; whereas if they would remodel their own garrison in the native city, replace their yamen runners by properly paid police, and generally reform their methods of administration, the need for upholding the administrative privileges of the Foreign Settlement, of which they are so jealous, would automatically cease. Most of us who are here present know the Foreign Settlement at Shanghai. Some of us have had a hand in its administration. We know that it has been built up brick by brick, local agreement by local agreement, by strict local effect. (Hear, hear.) Shanghai has been trying for years to obtain recognition at Peking for the changed conditions represented by these agreements. Always prone to banditage, and with a republican want of reverence, it used to declare, even in my day, that Tennyson must have paid a surreptitious visit to Peking before writing about the people who—

Spoke not and kept it with an equal mind.

At the hill, like gods, t'other care of mankind; It is a libel, we know, a achievement at Peking depends upon a good many considerations besides the volition of Ministers. (Hear, hear.) Still, it is a little staggering when you have been trying to obtain an up-to-date constitution, to be told, instead, to fall back upon obsolete rule of 1859. That was practically, to ignore the bulk of these local agreements, and involved such a menace to the status of the Settlement that it was succeeded, happily, by an order that things should go on as before, pending further negotiations. Gentlemen, judging from previous experience, those negotiations may take time. I desire, therefore, to seize the fleeting moment to acknowledge the interest—the patient and sympathetic interest—with which our representations—and they are not all in the interim report, by any means—are received at the Foreign Office. (Applause.) I note that Shanghai, on its side, considered itself fortunate in having there a man like Sir Palman Warren—a cool, experienced, self-reliant man (as the *North China Herald* expressed it), an Consul-General during the emergency. (Renewed applause.)

IMPERIAL MARITIME CUSTOMS.

Well, here was one manifestation of a movement which has been called "China for the Chinese." The next was the publication, last May, of an Edict constituting a new control over the Imperial Maritime Customs; and it became the obvious duty of the Association to protest with its utmost energy against the menace to British interests implied in that innovation. (Applause.) It is unnecessary to recapitulate the considerations which led us to regard the steps taken to check the encroachment as inadequate, because the whole correspondence has been recently before you in the columns of "The Times," to which we are indebted for the full publicity it has accorded us. (Cheers.) It will be sufficient to affirm that the active and continuous interference of the new "comptrollers" constitutes a great change from the easy suzerainty of the Taung-li Yamen and the Wai Wu Pu, and that we are unable to admit that that change can be properly described as a transfer from one Board to another. (Hear, hear.) I feel sure that the action of your Committee has had the cordial approval of practically every member of the Association—(applause)—her and in the East, as it has of the principal Banks and Chamber of Commerce in this country connected with the East; and I will only repeat the confidence we have placed in record, that persistence in a desire to avoid contention at the public ends, almost certainly, in the

development of more serious contention in the end. The Chinese have a maxim that "Straight-forwardness without the rules of propriety becomes rudeness." The new "Comptrollers" will, then, forsooth, say: We purpose to convert the I.M. Customs into a Chinese service in 10 years. That would be rude, and might excite the barbarian to violence, which is contrary to propriety. Let him negotiate, if it pleases him. Let Sir Robert Hart issue circulars if he sees fit. But, constitute in the meantime the hard fact of Chinese control, and leave it! Drive in a wedge here, dispense a bribe there! Wait on opportunity. Some day the whole edifice will crumble, and China will not be commercial China, but official China—will enter into its inheritance. I think we are agreed that such an issue is to be deplored. (Applause.) It would affect Chinese credit abroad, which is based on an Imperial promise that the administration of the I.M. Customs should remain intact, and there is reason to fear that it would reintroduce into the working of foreign trade the irregularities which prevailed before the service was organised. (Applause.) There is no question here of putting pressure on China to make new concessions or adopt a new policy. We ask simply that she should agree in spirit and in letter to a distinct agreement on the faith of which she has received value in advance. (Applause.)

THE QUESTION OF RAILWAYS.

In regard to railways—to the railway at any rate in which Hongkong is particularly interested—the prospects are, I am glad to believe, a little brighter than when we met here a month ago. Hongkong claims our sympathy in several respects. It has suffered from a disastrous typhoon, the incidence of which was aggravated by the absence of warning. The loss of property is estimated at over £1,000,000 sterling. The loss of life will probably never be known. The Colony is facing its misfortune pluckily, as its record would lead us to expect—(applause)—and it has our earnest sympathy. It has other troubles. The neighbouring waterways are infested by pirates as bad as in the old days before we had heard of reform. British steamers are compelled by an obsolete ordinance to look on while foreign craft monopolise the transport of Chinese coolies to foreign countries. But there does seem a likelihood, at last, of an agreement being concluded for the construction of the Kowloon-Canton railway. (Cheers.) This project has been delayed, as we all know, by the most protracted negotiations, but the prospect of a settlement is at present encouraging. We have heard much of a rival line. A project was carried far, on paper, for a purely Chinese line from Canton to Whampoa and Amoy. But it got no further than paper, and I doubt if getting farther—for the reason which thwarts all financial combination in China, viz., that Chinese capitalists will not trust their money in any enterprise which officials can control. We are all aware, of course, that a considerable sum has been subscribed for the construction of a line from Canton to Hankow, but that project also seems to be in a state of suspended animation for similar reasons. It would be an exaggeration, doubtless, to hold the Viceroy personally responsible for the disagreeable features of his rule. But public feeling in Hongkong does hold him largely responsible, and is correspondingly gratified at his approaching removal—a result in which we may, I think, conclude that the complaints of the British Legation have measurably contributed. We have heard much of railways to be built by the Chinese themselves; but the only one which seems to have come actually to the birth is the line from Peking to Ka'an. That is being made by a Chinese engineer, not however with private capital, but out of the great profits (verging on £1,000,000 a year) accruing in China from the line built by British engineers and partly with British and partly with Chinese capital, between Peking, Tientsin, and Newchow. (Applause.) The construction of the Shanghai-Nanking line has advanced satisfactorily, and is being actively carried on; though tedious representations have to be made to obtain sanction to the most obvious measures of finance. And we are here again in presence of a contested agreement. The British and Chinese Corporation have the right, under preliminary agreement, to make a line from Souchow to Hangchow and Ningpo which would be virtually an extension of the former. But a similar and conflicting right has, since, been conferred on the native gentry, as both of these edicts must, according to recent ruling at Peking, be immutable, that scheme is for the present at a deadlock. The difficulty which I have indicated as standing in the way of all purely Chinese enterprise may eventually facilitate a solution. Nor must we omit to note, while talking of agreements, that an agreement has been at last concluded for the Conservancy of the Hwang-ho—a step which is of the greatest importance for every one, Chinese and foreigner alike, who is interested in Shanghai and the great trade which it centres. It is a matter that has been pending for 40 years, ever since the *Lydhurst* sank on top of a junk in deep water near Foutong Point and since E. A. Reynolds was arraigned before Sir Edmund Hornby for trying to extend his land shore by planting pines and barrels to catch the mud. (A laugh.) What is more interesting—or interesting, at any rate, in a different way—is the change of thought implied since a high provincial official demurred to any measure of Conservancy on the ground that the Wionsong was a heaven-sent barrier against foreign ships.

UNREDEEMED PROMISES.

But if we turn from subsidiary agreements to treaties, I am afraid the record is blank. Mining regulations, judicial reforms, currency reforms and other nice things promised is the Mackay Treaty are still to seek. I am afraid that we have always been too ready to assume that when China has signed a diplomatic instrument it is all over. It seems sanguine, to say the least, to close the portfolio and trust to spontaneous evolution in the case of people who have a maxim that you should never refuse a request abruptly but should grant it in form though with no intention to do so in substance, saying: "Put him off till to-morrow, and then you comfort his heart." There is a deal in the personal equation. Sherrard Osborne used to say that if you wished to know how the mandarins would act under given conditions the best way was to reflect what an Englishman would do, and conclude that they would do the opposite. (Hear and laughter.) One fundamental reform, for instance, contemplated by that Protocol of Peking was the transmutation of the Taung-li Yamen into a Ministry of Foreign Affairs, a l'Europeenne and the adoption by the Court of European etiquette. An edict—immutable, of course—registered the purpose, noting especially the inconvenience of having at the Board of Trade whose time was occupied in other State departments. Yet, with the exception of sitting (as Dr. Morrison has told us) at a rectangular instead of a round table the Waiwu seems to be very much the Tsungli Yamen under another name, and Tang Shao-ye to be a greater pluralist than any who went before. (Cheers and laughter.) Nor has the Emperor ever yet fulfilled the stipulation that he shall be present at banquets given to foreign Ministers. The Emperor of Japan entertained the Prince Tsai Tze at lunch; but the Waiwu has, we are told,

refused to suggest, even that the Emperor of China should entertain Prince Fusimi. China pledged herself in 1902 "to provide for a uniform national currency which shall be legal tender in payment of all dues, taxes, and other obligations throughout the Empire." At the close of 1905 she has not attempted even to secure the unity of coins issuing from the provincial mints. (Hear, hear.) These mints have launched millions of roo-cash pieces with intrinsically about 5-cash, but the difference—the profit—is understood to have been spent largely on armament instead of constituting a reserve. We heard a good deal, recently, about a Kuping tael. Now we hear of a Kuping dollar, for the reason that Chang Chih-tung's ingenious attempt to solve the problem by starting a tael currency at Wu-chang seems, in failing, to have brought a certain unpopularity on the tael. Gentlemen, currency experiments are not new in China. The curious in such matters may learn from Vissering's interesting treatise that she has gone through all the miseries incidental to displacement, debasement, and over-issue of paper money, time and again. After a certain number of these experiences she settled down on pure silver by weight, and it would not be surprising if that were the ultimate test of all these new coins. This is a prophecy which has the advantage of not requiring a definite period for fulfilment; so it is not verified in time, I can die saying it will come true later. (Laughter.) We have another illustration of the personal equation in Manchuria, where China is assuming to dictate terms on which she will receive back territory that was completely lost to her till Japan reconquered and offered to restore it. She will only give back Mukden, for instance, and other cities that she has engaged to open to foreign trade, on the understanding that foreigners are restricted to a small area outside the walls, and that their merchandise pays taxes at the city gate. One is reminded of the same contention 5 years ago at Canton, and of Mr. Alabaster's reason with a small naval escort to settle precisely the same difficulty at Chao-cho. (Applause.) We have heard a good deal about Manchuria. Complaint was made that Japan was taking an unfair advantage of her position to push Japanese trade; but inquiry showed that insufficient allowance had been made for the occupation of railways in the withdrawal of immense bodies of troops with their stores and material, for the circumstances governing transition from military to civil administration and for the temporary lessening of purchasing power through the devastation incidental to war. The evacuation, by both armies, appears to be in course of rapid accomplishment. That the natural resources of Manchuria will permit a speedy recovery we have no doubt; and Japan has given an earnest of good faith in expediting the opening of Dalian to the commerce of the world. The complete opening of other doors depends chiefly on China and Russia—on the establishment of Chinese Custom houses, for instance, on the Russian frontier, and on the question whether they will consent to open the Manchurian rivers which they closed against the rest of the world by the Treaty of Aigun. Japan did not, unfortunately, see her way to stipulate for the opening of these great waterways to general commerce in the Treaty of Portsmouth; but she is pressing the point now, on the principle of the open door. If it were in European hands one would hardly be sanguine. Perhaps Japan may attain her purpose. (Cheers.)

PROSPECTS OF REFORM.

Well, gentlemen, if China's attitude in Manchuria seems to savour of the old exclusivism, the talk of the day in China is all of reform. The native press calls for reform and decries foreigners with almost equal energy. The *Yi-jui* which are under foreign, and especially under Japanese, protection showing the way. A leading Japanese paper, the *Jiji*, quotes a proverb about being bitten by one's own pet dog, and suggests that much harm is done by Chinese newspapers exercising a freedom of speech for which China is not prepared (Hear, hear); but that they have helped immensely to stir China out of her lethargy and to stimulate a desire for knowledge cannot be denied. Hardly have the members of the Commissions which have lately been visiting America and Europe returned to Peking than they are called into consultation; and we may feel a measure of personal interest in noting that Prince Tsai Tze, whom we had the honour to entertain last April, has been foremost in condemning the indifference and selfishness of the great majority of the officials, and in advocating far-reaching reforms. (Applause.) As a result of these consultations a Constitution is imminent—when the people are sufficiently enlightened; and committees have been appointed to devise measures of enlightenment and reform. The programme outlined in the Imperial Edict looks exhaustive—on paper: we seem, indeed, to be reading a similar recapitulation of the Imperial Reform Edict of 1908. It has been welcomed by the people, and every well-wisher of China will hope that such a scheme may be carried into effect. (Applause.) First on the list is scheduled the reform of the official system; and public opinion (both foreign and Chinese) will, I think, endorse the allocation. But in the great bureaucracy which has been accustomed for centuries to baton on the people prepared to foreign it's exclusive privileges it has misused? If it acquires in the foremost and most necessary reform of all—the substitution of permanent employment and regular salaries for the present system of three-year appointments with inadequate salaries and elastic pickings, which practically invites peculation? For it is, I think, the general opinion among those who are familiar with China that it is the resulting corruption which is largely responsible for the decay of public works and for the inefficient organisation that permits, say, piracy on the Canton River, salt smuggling on the Taku, and the congregation of evil characters in the suburbs of Shanghai. The only effective remedy for these evils lies in efficient administration; and efficient administration costs money, which officials and subordinates alike need, under the present system, for themselves. I will not stay to ask whether the Manchu pension list will be abolished, or whether eunuchs will be abolished; for the reply to Duke Tsai Tze's representations on this head seems to be negative. Will taxation be regulated? Will yamen runners, who represent extortion and cruelty, be replaced by a proper force, and gaois rebuilt on decent and sanitary principles? Or will all this be scheduled only, and Young China be encouraged to encroach upon the Customs service and on the Administration of the Foreign Settlement at Shanghai, instead of being advised to study, and copy them as models? (Applause.) Unquestionably a movement has been started—a movement whose effects can never be eradicated, even if it be checked. Railway projects are discussed with approval where, a generation ago, there would have been denunciation; and municipal schemes are projected, though we hear little yet of fruition; the demand for education is pathetic, in view of the relative dearth of competent teachers; and one drastic change has been effected. The old system of examinations, which stereotyped education, has been replaced by a new system which is more efficacious and respectable in the past, though inconsistent with modern requirements, has been abolished; and

it remains for us to hope that that most difficult charge will be followed by others, which appear to us equally difficult, in administrative methods. (Applause.) I have been indulging so freely in prophecy this evening that I am venturing to predict, further, that there is plenty of occupation still ahead for this Association, both on the political and social side. (Cheers and laughter.) It looks very much, indeed, as though the social question would soon become embarrassing; for the limit of expansion of the Whitehall Rooms had been reached. It is not, therefore, without legitimate expectation that I ask you to drink to its continued prosperity. (Loud applause.) The toast was honoured amid cheering.

OUR GUESTS.

Mr. Goshen Stewart, who was received with applause, on rising to propose "Our Guests," said—Mr. Chairman and gentlemen, the toast which I have now the honour to propose to you requires little at my hands to ensure for it from my brother members a warm reception. I think perhaps the committee, in departing to the meeting of the Association, both on the political and social side (Cheers and laughter.) It looks very much, indeed, as though the social question would soon become embarrassing; for the limit of expansion of the Whitehall Rooms had been reached. It is not, therefore, without legitimate expectation that I ask you to drink to its continued prosperity. (Loud applause.) The toast was honoured amid cheering.

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Mr. Goshen Stewart, who was received with applause, on rising to propose "Our Guests," said—Mr. Chairman and gentlemen, the toast which I have now the honour to propose to you requires little at my hands to ensure for it from my brother members a warm reception. I think perhaps the committee, in departing to the meeting of the Association, both on the political and social side (Cheers and laughter.) It looks very much, indeed, as though the social question would soon become embarrassing; for the limit of expansion of the Whitehall Rooms had been reached. It is not, therefore, without legitimate expectation that I ask you to drink to its continued prosperity. (Loud applause.) The toast was honoured amid cheering.

of the Committee shall be made public in the foreign and Chinese Press.

It was moved by Mr. Shen Tun-ho and seconded by Mr. Sze Tse-ying and carried unanimously that Mr. Jen Fung-sing be invited to join the Committee. On the motion of Dr. Reid, seconded by Mr. Chu Pao-san, Mr. Wu Tse-ai was invited to join the Committee as representative of H. E. Sheng Kung-pao.

It was agreed that letters be sent to all missionaries residing in the famine region, requesting them to send reports, and to co-operate in the distribution of funds. It was also moved that the gentry in the same region be addressed on the same matter that they and the missionaries might be able to co-operate in the work of distribution of relief funds.

It was moved and carried that all the Consuls-General in Shanghai be addressed with reference to sending telegrams to the home Government concerning the need of financial assistance. It was also agreed that a telegram be sent to the Lord Mayor of London, to the American Asiatic Association in New York, to Dr. Knape in Berlin, to the Press Syndicate in Paris, and to the Governors of Hongkong and Singapore. The Committee requested the President and Vice-President of the General Committee to send telegrams to the Viceroys and Governors in China and to the Chinese Ministers abroad.

The Committee requested that Mr. Shen Tun-ho communicate with the Chairman of the International Red Cross Society with reference to transferring the funds retained by the Committee of that Society to the Executive Committee of the Central China Famine Relief Fund.

It was agreed that letters be sent to the Editors of the local newspapers with the request that they open subscription lists and continue to bring the matter to the attention of the public. It was agreed that the President and Vice-President of the General Committee communicate with the Chinese Imperial Telegraph Company to transmit telegrams free and with the China Merchants Steam Navigation Co. to give free pass to all those who may be engaged in the work of this Society, and that the Chairman of the Executive Committee communicate with the foreign steamship companies for the same purpose.

It was moved and carried that a representative of Messrs. Jardine, Matheson & Co. and of Butterfield & Swire be invited to join this Committee.

The Committee accepted with thanks the sum of \$1,500 collected by Mr. Chien Nia-ching from Messrs. Jardine, Matheson & Co., Butterfield & Swire, and E. D. Sassoon & Co.

It was agreed that copies of the Minutes of Executive Committee should be sent to each of the members of the General Committee for his information. The foreign and Chinese Secretaries were appointed to draw up an appeal both in Chinese and English.

The form of the telegram to be sent to the Lord Mayor of London was read over and generally approved, the exact wording being left to the discretion of the Chairman after consultation with H. B. M.'s Consul-General. It was moved that a somewhat similar telegram be addressed to President Roosevelt.

On motion of Mr. Shen Tun-ho, seconded by Mr. Sze Tse-ying, the Chairman was requested to proceed to Nanking to confer with the Viceroy concerning the raising and distribution of famine relief funds.

The Committee adjourned at 12 o'clock.—N. C. D. News.

APPEAL FOR FUNDS.

The Executive Committee of the Central China Famine Relief Fund issues the following appeal to the public:—

Reports from Europeans and Americans living in Northern Kiangsu as well as official dispatches have come to hand, giving news of existing and ever-increasing sufferings, of several millions of starving Chinese. These documents make no attempt to describe fully the terrible reality of the situation; much is left to our own imagination. If the impression made on us, who live only a few hundred miles from the scene of misery is slight, how much less can an impression be made on people in the homelands. One shriski from picturing the real condition of the people. The suffering began with the floods of last summer, and cannot possibly end till the harvests of next summer. Hsichou, Huantien and Hsichou in Northern Kiangsu (spoke of as Kiangpu) are in greatest distress. Other districts in the provinces of Honan and Anhui are also affected. When 10,000,000 of people have been estimated to be in extreme destitution condition, the scene becomes appalling. Several millions are not only destitute, but on the verge of starvation and this is so for not only a day, but will continue for several months still to come. The large portion are also without sufficient clothing for the cold winter days.

Local gentry in Shanghai have already advanced some Tls. 200,000 and sent it forward to districts of Kiangsu. The Chinese Government has also provided several hundred thousand of taels (one statement is Tls. 300,000) with Tsin-kangpu as distributing centre. General Yin Chang, late Minister to Germany, is the most responsible agent of the government in the distribution. The missionaries, living among the people and witnessing the distress, are in a position, by co-operation with the local gentry, to organise other distributing centres.

It is hoped, if funds are sufficient, to give relief not only to the actually starving, but to the same persons until the time of the next harvest—in aid promised by trustworthy Chinese; facilitating the distribution of food and money and in transporting rice, flour, millet, kaoliang and other articles of food into the famine region are indispensable to the execution of the gigantic task that is ahead of us all. What the Executive Committee can do, will be done gladly, but in only a slight degree can it represent the many who contribute the funds and are equally anxious to have the relief of the famishing. The chief task of the Committee will be to act as a forwarding agent to those whom it

Steamers Expected.

Vessels	From	Agents	Date
Tango Maru	Shanghai	N. V. K.	Dec. 15
Emp. of China	Shanghai	C. P. R. Co.	Dec. 16
Sandakan	Sydney	M. & Co.	Dec. 16
Palermo	Singapore	P. & O. Co.	Dec. 17
Kasato Maru	Kobe	T. K. K.	Dec. 17
P. R. Luftpold	Japan	V. & Co.	Dec. 18
Seydlitz	Singapore	M. & Co.	Dec. 19
Oriol	Moji	B. & Co.	Dec. 19
Korea	Japan	M. & Co.	Dec. 20
Colombo Maru	Moji	N. V. K.	Dec. 21
Arratoon Apco	Singapore	D. & Co., Ltd.	Dec. 22
Riojan Maru	Bombay	N. V. K.	Dec. 23

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.CABLE ADDRESS:—*Telegraph, Hongkong.*

Ships Passed The Canal.

3rd November—*Gneisenau, Bingo Maru, Polynesian, Kanagawa Maru*, 6th November—*Ambras, China, Hohenstaufen, Cyclops*, 10th November—*Macdon, Nubia, Oceanian, Ping Suey, Slevia, Stevnia*, 13th November—*Bencleuch, Slevia, Benavon, Sophie Richers, Christalina, Indrasamha, Prince Elitel Friedrich, Novayam, Achilles, Glenloch, Indramaya, Kintuck, Palermo, Varna, Wakasa Maru, Radnorshire, Kawasaki Maru, Sibh, Prince Ludwic*, 20th November—*Bengal, Sletta (Aus), Awaui Maru, Carnarvon, Senegambia, Rastera*, 21st November—*Bentwicks, Borneo, Kowloon St, Moyne, Patricius, Touraine, Errol, Caesar, Longos*, 27th November—*Early, Calchas, Glenelk, Syltline*, 3rd November—*Canard, Saladin, Hakata Maru, Awa Maru*, 4th December—*Oana, Ophak, Habiburg, Memnon, Nite, Princess Alice*, 8th December—*Aleutian, Australis, Dardanus, Java, Tessa (Ger)*, 11th December—*Ulm, Lord, Glamorganshire, Macduff, Koranna*, 12th December—*Arrivals at Home*, 13th November—*Prince Heinrich, Saxonie*, 6th November—*Peleus, John Hardie*, 10th Nov.—*Gneisenau*, 13th November—*Atholl, Foxley, Telamon, Oceania, Abinga, Socora*, 17th November—*Hevelius, Oceanian, Scandia*, 20th November—*Cyclops, Macrao, Bingo Maru*, 24th November—*Prince Ludwic, Kawasaki Maru*, 27th November—*Radnorshire, Touraine*, 30th November—*Sleven (Aus)*, 4th December—*Kouang Sh, Slevia, Fanca*, 8th December—*Senegambia, Benglo, Moyne*, 11th December—*Princess Alice, Bentwicks*.

DOCK RETURNS.

HONGKONG AND WHAMPoa DOCKS.			
U.S.S. Pathfinder	at	Kowloon Dock	
Empress of Japan	"	"	"
Heungshau	"	"	"
H.M.S. Hart	"	"	"
H.M.S. Sandpiper	"	"	"
Monteagle	"	"	"
Sorogou	"	"	"
Fronde	"	"	"
Sir Wm. Jervois	"	"	"
Lungting	"	"	"
S. P. Hitchcock	"	Cosmopolitan	
Petrarch	"	"	"
Hongkong Maru	"	"	"
Nicomedes	"	Aberdeen	

CHINA COAST METEOROLOGICAL REGISTER.

December 13th, 1906, a.m.

Bar. Th. Hu. Wind Wr.

Vladivostock 7 a.m. — — — —
Nemuro 6 a.m. 30.01 — — — —
Hakodate 30.05 — — — —
Tokio 30.14 — — — —
Kochi 30.11 — — — —
Nagasaki 30.19 — — — —
Kagoshima 30.15 — — — —
Oshima 30.12 — — — —
Naha 29.17 — — — —
Ishigakijima 30.21 — — — —
Chefoo 6 a.m. — — — —
Weihaiwei 9 a.m. — — — —
Hankow 6 a.m. 30.40 45 100 — —
Kukting 6 a.m. — — — —
Shanghai 9 a.m. 30.31 49 71 SW 1 b
Gutshu 30.31 50 79 WSW 2 b
Sharp Peak 30.32 56 87 — o b
Amoy 6 a.m. 30.20 54 94 NE 1 dh
Swatow 30.22 50 86 S 2 b
Taihoku 5 a.m. 30.24 — — — —
Taichu 30.21 — — — —
Tainan 30.20 — — — —
Kosien 30.18 — — — —
Pescadores 30.20 — — — —
Canton 9 a.m. — — — —
Hongkong 10 a.m. 36.28 66 51 SW 1 b
Victoria Peak 1 — — — —
Gap Rock 1 — — — —
Macao 30.33 63 — N 1 b
Hoibow 9 a.m. — — — —
Pakhoi 10 a.m. — — — —
Phulien 10 a.m. — — — —
Tourane 1 — — — —
G. St. James 1 — — — —
Aparri 6 a.m. — — — —
Manila 30.04 84 64 — o c
Legaspi 6 a.m. — — — —
Bacolod 9 a.m. — — — —
Iloilo 29.97 83 — NE 1 b
Cebu 29.97 84 — N 2 b
Labuan 29.92 84 — — — —

December 14th, 1906, a.m.

Vladivostock 7 a.m. — — — —
Nemuro 29.81 — — — —
Hakodate 29.73 — — — —
Tokio 29.67 — — — —
Kochi 30.23 — — — —
Nagasaki 30.15 — — — —
Kagoshima 30.21 — — — —
Oshima 30.20 — — — —
Naha 30.21 — — — —
Ishigakijima 30.21 — — — —
Chefoo 6 a.m. 30.30 34 79 S 1 b
Weihaiwei 6 a.m. 30.20 40 — W 2 b
Hankow 30.21 50 79 NE 2 b
Kinkiang 30.24 45 76 NW 1 b
Shanghai 9 a.m. 30.32 50 65 2 c
Gutshu 30.30 53 61 NE 2 b
Sharp Peak 30.27 58 76 WNW 2 b
Amoy 6 a.m. 30.21 54 87 WSW 3 b
Swatow 30.12 50 79 N 1 c
Taihoku 5 a.m. 30.19 — — E 4 c
Taichu 30.15 — — — —
Tainan 30.11 — — — —
Kosien 30.12 — — — —
Pescadores 30.12 — — — —
Canton 9 a.m. 30.19 59 82 E 4 c
Hongkong 30.17 66 63 E 4 c
Victoria Peak 1 — — — —
Gap Rock 1 — — — —
Macao 30.21 67 — SE 1 c
Hoibow 9 a.m. — — — —
Pakhoi 10 a.m. — — — —
Phulien 10 a.m. — — — —
Tourane 1 — — — —
G. St. James 1 — — — —
Aparri 6 a.m. 30.03 57 — NE 2 p c
Manila 29.98 84 64 WSW 1
Legaspi 30.05 77 — NE 1 b
Bacolod 9 a.m. — — — —
Iloilo 29.80 82 — N 4 b
Cebu 29.91 86 — N 3 b
Labuan 29.84 85 — — — —

Dec. 13th 1 a.m. Dec. 13th 1 a.m.
Barometer 30.28 30.15
Temperature 66 60
Humidity 51 40
Rainfall 1 1

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.CABLE ADDRESS:—*Telegraph, Hongkong.*

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin
China, Ceylon, India, and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail

The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper, and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion, in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO. LTD.,
1, ICE HOUSE ROAD,
HONGKONG.

SHARE QUOTATIONS:

Supplied by Messrs. E. S. KADDORE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALVE.	PAID UP.	POSITION AS PER LAST REPORT.	REFERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	ANNUAL DIVIDEND AT 10% OF THE CORPORATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.									
Hongkong & Shanghai Banking Corporation	10,000	125	15	£1,000,000 £70,250,000 £7,000,000 £12,715,000 £150,000	£1,712,472	£1.15/- @ Ex. 2/1 = \$16.47 for first half-year 1906	51%	\$807 1/2 buyers London 1/2 10/10	
National Bank of China, Limited	10,000	125	15	£1,000,000 £2,000,000 £100,000	£74,099	£2 (London 3/6) for 1905	51%	347	
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	125	15	£1,000,000 £2,000,000 £100,000	£133,638	£10 for 1905	6%	329 1/2 sales	
North China Insurance Company, Limited	10,000	125	15	£1,000,000 £2,000,000 £100,000	£185,529	Final of 7/6 making 15/- for year ended 30.6.1906	6%	318 1/2 sellers	
Union Insurance Society of Canton, Limited	10,000	125	100	£1,000,000 £2,000,000 £100,000	£2,742,271	Interim div. of 30/- for 1905	40%	1760 buyers	
Vangtse Insurance Association, Limited	10,000	100	60	£1,000,000 £1,000,000 £100,000	£508,334	1/1 and 1/3 special dividend for 1904	84%	160 buyers	
FIRE INSURANCES.									
China Fire-Insurance Company, Limited	10,000	100	20	£1,000,000 £2,000,000 £100,000	£344,098	£1/- for 1905	61%	\$94	
Hongkong Fire Insurance Company, Limited	8,000	125	50	£1,000,000 £2,000,000 £100,000	£422,618	£25.00 for 1904	74%	\$535	
SHIPPING.									
China and Manila Steamship Company, Limited	10,000	25	25	£1,000,000 £2,000,000 £100,000	£56,563	£1/- for 1905	61%	\$23	
Douglas Steamship Company, Limited	10,000	25	25	£1,000,000 £2,000,000 £100,000	£21,000	£2/- for 1905	61%	\$39	
Hongkong, Canton & Macan Steamboat Co., Ltd.	10,000	125	15	£1,000,000 £2,000,000 £100,000	£1 or 1st half-year 1905	£1 or 1st half-year 1905			

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5890

二十三年十月三十日

SATURDAY, DECEMBER 15, 1906.

30 P.M. ANNUAL
SINGLE COPY, 10 C.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1860.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID UP.....21,000,000
CAPITAL UNCALLED....." 3,000,000
RESERVE FUND....." 15,700,000
Head Office—YOKOHAMA.

Branches and Agents—
TOKIO. HONOLULU. SHANGHAI.
NAGASAKI. NEWCHWANG.
LYONS. MUKDEN.
SAN FRANCISCO. PORT ARTHUR.
BOMBAY. CHEFOO.
TIENSIN. DALIN.
PEKING. TIE-LING.
KOBE. OSAKA.
LONDON. NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 22nd September, 1906. [19]

THE CHARTERED BANK OF INDIA.
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID UP.....\$800,000
RESERVE LIABILITY OF SHARE
HOLDERS.....\$800,000
RESERVE FUND.....\$795,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

" 6 " 3 "

T. P. COCHRANE,
Manager.

Hongkong, 16th May, 1906. [23]

INTERNATIONAL BANKING
CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$3,250,000
RESERVE FUND.....GOLD \$ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange business, receives
Money in Current Account at the rate of 2% per annum and
accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

" 6 " 4 "

" 3 " 3 "

No. 9, Queen's Road Central,
Hongkong.

H. PINCKNEY,
Manager.

Hongkong, 17th October, 1906. [20]

NEEDLESCHE HANDEL
MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L3,750,000).

RESERVE FUND FL. 5,000,000 (L417,737).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—At Singapore, Sourabaya, Samarang, IJmuiden, Batavia, and Weltevreden.

Correspondents—At Cheribon, Tegal, Pekalongan, Macassar, Pontianak, Padang, Medan, Perak, Kengtung, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Siam, Shanghai, &c.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Hainan, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues

letters of credit on its Branches and corresp-

ondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4 1/2 per annum.

" 6 do. 4 1/2 do.

" 3 do. 3 1/2 do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [28]

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906.

H. HAYNES,
Manager. [28]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
MARSEILLES, LONDON and	FORMOSA	About 10th	Freight and Capt. B. W. H. Snow
ANTWERP		December	Passage.

SHANGHAI and JAPAN

BORNEO

Capt. G. W. Gordon, R.N.R.

About 3rd

Freight and
December

Passage.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 15th December, 1906. [14]

Intimations.

LANE, CRAWFORD & CO.

DANCING SEASON.

BEST LONDON MADE

DRESS SHIRTS.

\$3 EACH, \$16.50 HALF DOZ. \$4.50 EACH, \$25.00 HALF DOZ.

WHITE KID GLOVES from \$1.25 per pair.

COLLARS all shapes \$4 per doz.

PATENT LEATHER SHOES \$5.50 per pair.

DRESS TIES, SILK SOCKS, BRACES, &c.

LANE, CRAWFORD & CO.

Hongkong, 16th November, 1906. [14]

ASK FOR

KUPPER'S PILSENER BEER

and see that you get it.

Look carefully at the label.

Beware of colourable imitations.

SOLE AGENTS

CALDBECK MACGREGOR & CO.

15, Queen's Road Central.

Hongkong, 25th November, 1906. [14]

HONGKONG, CANTON AND MACAO STEAMBOAT CO.

LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, 15th December.

THE Company's Steamship

"HONAM"

will depart from the COMPANY'S WHARF at 2 P.M.

Returning departure from Macao about 7.30 P.M.

Return Fare, 1st Class.....\$4.00

" " returning on Sunday.....\$5.00

2nd Class, available to return on Sunday or Monday.....\$2.00

OTHER RATES AS USUAL.

SUNDAY, 16th December.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.

" " from Macao 3 P.M.

A second departure from Hongkong to Macao at 7 P.M.

Luncheon and Refreshments supplied on board.

Popular Excursion Rates as usual.

Children under 12 years Half Price. NO CHITS will be accepted, and servants' passages
may be paid for.

W. E. CLARKE,
Acting Secretary. [1076]

Hongkong, 15th December, 1906.

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISH (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIMA STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

Yokohama, Chafu, Tientsin, Newchow, Port Arthur, Seoul, Chemulpo, Yokohama, Shanghai, Chafu, Tientsin, Newchow, Port Arthur, Seoul, Chemulpo, Yokohama, Yawata, Nagoya, Osaka, Kobe, Maldura, Kure, Shimoneki, Maki, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.1. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways, Pridipal Railways and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines, and
SOLE AGENTS for Fujinotan, Hokoku, Hondo, Ichinura, Kanada, Maneda, Mannoura, Oaura, Otsuji, Sashara, Tsubakuro, Yoshimura, Yosho, Yunokibara and other Coals.

S. TANAKA, Manager. Hongkong.

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XMAS PRESENTS!

YOU have many Child Friends and as you would like to give them Seasonable Presents
which will prove useful and be appreciated we advise you to call at the CITY OF
LONDON, No. 2, Pedder Street, and see our specially imported LONDON made Children's
Dresses, &c., undoubtedly the finest selection in town. Prices exceptionally low.

Some Fine OIL HAND PAINTED CUSHIONS on show, very suitable for XMAS GIFT
only \$18 each.

Hongkong, 14th December, 1906. [18]

161

Hotels.

VICTORIA HOTEL, MACAO HOTEL, SHAMEEN, CANTON, MACAO, CHINA, ON THE BRITISH CONCESSION.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

WM. FARMER, Manager.

COTTAM & CO., LTD.

GREAT CASH CLEARANCE SALE

</

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,336 tons Captain W. A. Valentine.
" " "FATSHAN," 2,200 " R. D. Thomas.
" " "KINSHAN," 1,995 " J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 P.M.
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
Departures from Macao to Hongkong on week days at 7.30 A.M.
On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willow.
" " "NANNING," 509 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI.....	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP...	JAVA	First half January	JAPAN	First half January
TJIPANAS ...	JAPAN	Second half January	JAVA PORTS	Second half January
TJIBODAS ...	JAVA	Second half January	JAPAN	Second half January
TJILIWONG...	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 15th December, 1906.

115

WEST RIVER BRITISH STEAMSHIP CO.
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUISHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip 50
These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. BUTTERFIELD & SWIRE, Agents, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 6th October, 1906.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDE STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.
Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight" free.
LONDON, CALUTTA, SHAMOHAL,
52, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
Hongkong, 27th November, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd July, 1906.

TEIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 2nd July, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIQ PORTS;

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
SOUTH AMERICAN PORTS.
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 19th day of December, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Captain H. Kirchner, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 18th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$1.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA & GIBRALTAR	1st Class	2nd Class	3rd Class
Return	60. o. o.	42. o. o.	32. o. o.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	66. o. o.	36. o. o.

* TO NEW YORK VIA SUEZ:

VIA NAPLES, GENOA or GIBRALTAR	64. o. o.	44. o. o.	26. o. o.
Return	115. o. o.	79. o. o.	47. o. o.
VIA BREMEN or SOUTHAMPTON	68. o. o.	46. o. o.	27. o. o.
Return	123. o. o.	83. o. o.	49. o. o.

* in the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
SANDAKAN	1,793	FRIDAY, 4th January, 1907.
MANILA	1,790	FRIDAY, 1st February.
PRINZ WALDEMAR	3,227	THURSDAY, 28th February.

ON FRIDAY, the 4th day of January, 1907, at Noon, the Steamship SANDAKAN, Captain Wendig, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class and Class 3rd Class	1st Class and Class 2nd Class
TO MANILA	\$50.00
TO NEW GUINEA	\$30.00
TO BRISBANE	\$28.10
TO SYDNEY	\$33.10
TO MELBOURNE	\$34.10
TO YOKOHAMA	\$38.00
TO KOBE	\$95.00
TO YOKOHAMA & back from KODE to HONGKONG	\$140.00 \$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

1st Class
197. o. o.

TO EUROPE VIA AUSTRALIA AND AMERICA..... 96. o. o.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

1st Class
197. o. o.

2nd Class
120. o. o.

3rd Class
85. o. o.

4th Class
65. o. o.

5th Class
55. o. o.

6th Class
45. o. o.

7th Class
35. o. o.

8th Class
25. o. o.

9th Class
15. o. o.

10th Class
10. o. o.

11th Class
7. o. o.

12th Class
5. o. o.

Intimation.

To Let.

TO LET.

No. 8, D'AGUILAR STREET;
suitable for
SHOP AND DWELLING
HOUSE,
at present occupied
by

Messrs. K. A. J. CHOTIRMALL & CO.,

who will shortly remove
to

No. 64, QUEEN'S ROAD
CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.
Hongkong, 12th November, 1906. [1130]

TO LET.

No. 1, WEST END TERRACE, Shamian,
Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 10th December, 1906. [1133]

TO LET.

"RANFURLY" CONDUIT ROAD,
OFFICES IN KING'S BUILDING AND
YORK BUILDING;
GODOWNS ON PRAYA EAST.
A HOUSE IN CLIFTON GARDENS, Conduit Road.
A HOUSE in RIFON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD.
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 14th December, 1906. [1135]

TO LET.

A HOUSE in KNTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 31st July, 1906. [1139]

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD,
No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.
No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [1073]

TO LET.

A FLAT and THREE ROOMS, near the
Hongkong Bank, suitable for Offices.
Moderate rental.

Apply to—

X. Y. Z.
C/o Hongkong Telegraph.
Hongkong, 17th October, 1906. [1013]

TO LET.

FOUR-ROOMED HOUSE on PRAYA
EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO.
Hongkong, 26th November, 1906. [1142]

TO LET.

ONE GOLOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.

Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON & CO.
Hongkong, 15th October, 1906. [1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, Des Voeux Road Central,
(formerly occupied by Messrs. Shaw, Toms & Co.)

Apply to—

HO TUNG,
Compradore Department.
Jardine, Matheson & Co.
Hongkong, 26th September, 1906. [1049]

Auctions.

PUBLIC AUCTION

OF A MAGNIFICENT COLLECTION OF

JAPANESE ART CURIOS AND SILK
EMBROIDERIES,

TO BE HELD AT MR. GEO. P. LAMMERT'S AUCTION ROOMS, DUDDELL STREET,

ON WEDNESDAY,

the 19th DECEMBER, 1906,

AND

THURSDAY,

the 20th DECEMBER, 1906, commencing each day at 2:30 P.M.

A FINE Collection of GOLD DAMASCENE WORKS OF ART made by the best known makers: this lot comprises CABINET BOXES, NECKLACES (with Jade), BRACELETS, BUCKLES, HAT PINS, CHATELAINE, CIGAR, CIGARETTE and CARD CASES, LINKS, UMBRELLA HANDLES, &c.

A Selection of SILVER WARE, comprising:—VASES, JEWEL BOXES, CIGAR and CIGARETTE CASES, HAIR PINS, &c., &c.

Fine OLD SATSUMA WARE, including PLATES, BOWLS, INCENSE BURNERS, VASES, &c., &c.

Handsome BRONZES made at the Tokio Art School.

Fine OLD GOLD LACQUER, comprising:—SCREENS, PANELS, INROS, JEWEL BOXES, &c., &c.

OLD WOOD CARVINGS (Ramas), CARVED CHAIRS, OLD PRINTS, &c., &c.

CUT VELVET HANGINGS, PICTURES, CUSHION COVERS, &c., &c.

ALO

A CHOICE COLLECTION OF

SILK EMBROIDERIES,

such as TEMPLE HANGINGS, ART PICTURES, CUSHION COVERS, SCREENS, COURT KIMONOS, BEDSPREADS, and MANTEL DRAPERY, &c., &c.

TERMS.—As usual.

Catalogues will be issued.

On view from Monday, the 17th December, 1906.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 17th December, 1906. [1136]

PUBLIC AUCTION

THE Undersigned have received instructions
to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

ON MONDAY,

the 17th December, 1906, at 11 A.M., at their
Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

A LARGE ASSORTMENT OF
WINES AND SPIRITS,

Comprising:—

CLARET, SAUTERNES, BEER, LIQUEUR, HOCK, BURGUNDIES, VERMOUTH, SHERRY, RUM, BRANDY, WHISKY, CHAMPAGNE, &c., &c.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 15th December, 1906. [1135]

PUBLIC AUCTION

THE Undersigned have received instructions
to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

ON MONDAY,

the 17th December, 1906, at 2:30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

CHINESE CURIOS.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 14th December, 1906. [1139]

PUBLIC AUCTION

THE Undersigned have received instructions
to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

ON TUESDAY,

the 18th December, 1906, at 10 A.M., at their
Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

A LARGE QUANTITY OF
TOYS AND FANCY GOODS.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 14th December, 1906. [1137]

BY ORDER OF THE MORTGAGEE

PUBLIC AUCTION

MR. GEO. P. LAMMERT has received
instructions to sell at his
Sales Rooms, in Duddell Street,

ON THURSDAY,

the 27th day of December, 1906, at 3 P.M.

The ONE-SIXTH share and interest of the
late TANG YUK CHUEN of and in the pieces of
ground registered in the Land Office as

KOWLOON MARINE LOT No. 50,

631 and 1,111, and of and in all the messuages and buildings
thereon respectively,

AND ALSO

All the right share and interest of the said
TANG YUK CHUEN of and in the pieces of
ground registered in the Land Office as

KOWLOON MARINE LOT No. 43.

AND ALSO

The ONE-SIXTH share and interest of the
late TANG YUK CHUEN of and in the business
of the MAN LUNG SHOP, No. 127, Des
Voeux Road West, and of and in the MAN
LUNG GINGER FACTORY, at Yau Ma Tei, on
Kowloon Island, Lot Nos. 629, 630, 631 and 1,111.

PARTICULARS

Kowloon Marine Lot No. 50. Area 8,600
square feet. Annual Crown Rent \$32.

Kowloon Island Lot No. 629. Area 47,250
square feet. Annual Crown Rent \$16.

Kowloon Island Lot No. 630. Area 23,100
square feet. Annual Crown Rent \$16.

Kowloon Island Lot No. 631. Area 23,100
square feet. Annual Crown Rent \$16.

Kowloon Island Lot No. 1,111. Area 2,250
square feet. Annual Crown Rent \$30.

Kowloon Marine Lot No. 43. Area 9,948
square feet. Annual Crown Rent \$940.

For further particulars and conditions of
sale, apply to—

Messrs. EWENS & HARSTON,
Solicitors for the Mortgagee,

or to

Mr. GEO. P. LAMMERT,
Auctioneer.

Hongkong, 14th December, 1906. [1135]

NOTICE

NOTICE

Out of the stress of the night,
Of the storm, the wind, and the rain;
I dragged my boat up the sand—
Wondering, there in the night,
Was it worth the trouble and pain?
Would shipwreck have been more grand?

The salt of the stinging sea!
Has clung to the battered prow—
The sails are sodden and wet;
A safe on the marshy lea;
I am sheltered and calmer now
From a frenzy I must forget.

But once when the wind raged most,
A rent in the stormy skies;
Showed me the naked moon;
Her face was that of a ghost;
Her beauty yours, and your eyes;
I struggled to ahoie too soon!

Out of the gloom of the night,
The red fire leaps and glows;
In the glare the dark waves gloat;
For whether 'tis wrong or right;
No more sailing seas she goes;
To-night I have burnt my boat!

—Fall Mail Gazette.

POISONED BY CHICAGO MEAT.

FAMILY OF SEVEN ILL THROUGH EATING
"ROAST BEEF."

Seven persons, the members of a family
named McMurray, residing in the Maryhill
district of Glasgow, have suffered through
taking of American tinned meat.

One Saturday night last month the mother
bought a tin of roast beef, and about two hours
after the meal the youngest child became ill,
and at intervals the others, including the
parents, showed symptoms of poisoning. A
doctor who was sent for informed the police of
the family and found them to be suffering from the
effects of plominae poison.

The five children were removed to the
infirmary, but the parents declined to go there,
as they were not so ill. Another son took a
small quantity of the meat without any ill
effect.

The tin weighed one pound, was bought
from a local grocer, and bore the label, "Inter-
State Packing Company, Chicago: Superior
Roast Beef." The police surgeon has no doubt
that the plominae poison came from the tinned
meat.

SUICIDE'S DIAMOND SHARES.

ALMOST VALUELESS, BUT NOW WORTH
OVER £500,000.

There was a tragedy—grim, underlying
tragedy—in an auction sale in London on
Thursday, says the *Daily Mail* of Nov. 17.

Think of it! In February last a well-known
London man, confronted on every side by
financial stress, committed suicide. He held in
one company shares which are to-day worth
between half and three-quarters of a million
of money.

These were shares in the Vaal River diamond
Company. When the desperate financier took
his life the shares were of comparatively little
value. On Thursday a £1 Founder's share
was sold for no less than £6,500. A lot of six
fetched £26,950.

Intimation.

A. S. WATSON & CO.,
LIMITED.CHRISTMAS
PRESENTS.PIVER'S FANCY TOILET
CASES
Containing Soap, Perfume, Powder, and
Toilet Water.)Manicure Sets.
Pipes, Cigar and Cigarette Holders
and Cases.Cut Glass Bottles, Silver Mounted
and Plain.Houbigant's Ideal and Royal Per-
fumes.Roger and Gallet's Fleur D'Amour,
Vera Violetta and other Per-
fumes.Piver's Trefle, Azures and Cory-
lopsis Perfumes.CRYSTALLISED FRUITS.
Pascall's & Cadbury's Confection-
ery in Fancy Boxes.WINE AND SPIRIT HAMPERS.
Containing our well known Brands of
PORT, SHERRY, WHISKY,
BRANDY, &c.\$15.00, \$20.00 and \$25.00 (The last named
includes 1 doz. quarts of St. Marceaux
1898, the Wine of the Entente Cor-
dial Celebrations in Paris.)A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.
Hongkong, 12th December, 1906. [34]NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any contribution.SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional
to the daily rate, are delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, DECEMBER 15, 1906.

DEPARTURE OF SIR MATTHEW
NATHAN.To-day signalled the departure from
Hongkong, upon a voyage of recuperation,
of our universally popular Governor, His
Excellency Sir Matthew Nathan, who pro-
ceeded by the mail-steamer *Zembla* south
to Singapore, and thence to Java, where,
doubtless, a sojourn in the garden-like
heights above Batavia, will serve to restore
him to that normal condition of robust
health and activity which was so severely
endangered by his deplorable accident upon
the Polo-ground on the 5th of November
last; an accident which, we ween, came
nearer to losing this Colony the services of a
most able administrator, and our Colonists a
sympathetic and beloved chief and friend
than has been officially admitted. Since
Sir Matthew Nathan came among us a little
over two years ago, he has made the in-
fluence of his personality among us, from
highest to lowest, felt in a way that none of his
predecessors has ever done. In a word,
he and his sympathetic administration have
so moulded and fitted themselves to the want
of Hongkong, executive and social, that Sir
Matthew has become part of the Colony and
the Colony part of the Governor, one and
indivisible. As a keen and able soldier, as
an English gentleman of the best type, as an
administrator of splendidly statesmanlike
qualities, which should serve to lift him into
the highest rank, and as a man whose right
hand, where philanthropy and charity are
in question, does not know what its left
fellow is doing, the enforced absence of Sir

Matthew Nathan from our midst, if only temporary, will, nevertheless, be most keenly felt by all classes of society, and in wishing his Excellency "God speed" and a safe return among us in full possession of his bodily strength and mental vigour, we feel that we but feebly express the sentiments of each man, woman and child of the community. To-day at 2.30 p.m. the Hon. Mr. F. H. May, C.M.G., Colonial Secretary, was sworn in as Officer Administering the Government of the Colony during the absence of H.E. Sir Matthew Nathan. Of Mr. May, who is as well-known to Hongkong, nothing is needed to be said; though it may be recalled that he has held a similar position, viz., during the interregnum which preceded the departure of Sir Henry Blake and the arrival of Sir Matthew Nathan. During that period Mr. May carried out the duties of Officer Administering the Government with most conspicuous ability, and he may well be depended upon from his long and varied experience of Colonial administration, to direct the affairs of the Colony during the regretted absence of Hongkong's Governor.

CANTON-KOWLOON RAILWAY.

Reference to our Canton notes in another column will convince readers of the determination, which has seized one section of the Chinese at Canton, to nullify the recently concluded agreement for the construction of the Chinese section of the Canton-Kowloon Railway. The suggestion emanated from the Cantonese in Shanghai that the agreement was far too advantageous to the Britishers to allow of the Chinese consenting to its terms without protest. It was accordingly proposed that a joint memorial should be presented to the Waikupu by means of the Chinese in Canton and those of their compatriots in Shanghai. This protest, according to our Canton correspondent, was made by telegram on the 13th inst., and it remains to be seen what action will be taken thereon by the Chinese Government. Meanwhile it should be interesting to observe that the news of the conclusion of the agreement was received with satisfaction in England. The *L. & C. Express* of 16th ult. comments editorially thus:— "Much satisfaction is felt in London at the successful termination of the negotiations concerning the Canton-Kowloon Railway. The conclusion of this long-debated matter is considered a promising sign for the arrangement of other railway negotiations pending in China. As many of our readers well know, this railway is intended to run from the Kowloon territory of the Hongkong Government, which is situated on the mainland of China, to the great city of Canton. The distance traversed by the line will be about 102 miles, and it passes through a fertile and thickly populated country. It will form the most direct communication between the great port of Hongkong and the flourishing city of Canton. As is well known, the Hongkong Government has for some time past been desirous of furthering the construction of the line. So strongly did it feel on this point that it has, on its own account, started the construction of the portion of the line in British territory, and it will be responsible for the construction of the same. The building of the part in Chinese territory has until now been delayed, owing to the obstructive policy of the Chinese officials, but at last they seem to have given way under the pressure of an enlightened Viceroy, and only the signature of the Chinese Emperor to the edict is awaited; which is largely a matter of form. The ratification of the agreement will involve the issue of a sterling loan for about £1,500,000 on this side, which, in view of the success of other Chinese loans, should be readily responded to by our market when monetary conditions are more favourable."

LOCAL AND GENERAL.

THE Nippon Yusen Kaisha have sent us a characteristic wall calendar for 1907.

M. S. Reuter, Brockelman & Co. send us two date blocks for 1907 from the Aachen and Munich Fire Insurance Co., represented by them in Hongkong.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. T. Sercombe Smith, Police Magistrate, to act as Colonial Secretary, with effect from this date.

His Excellency the Officer Administering the Government has been pleased to appoint Arthur Bertram Ogle, Lieutenant, Royal Engineers, to be his Aide-de-Camp, with effect from this date.

As we go to press we learn that an arrest has been made by the police of a former cook in the employ of the late Mr. Craik on suspicion of being concerned in the murder. No corroboration of the report could be obtained at the Police office.

His Excellency the Governor has been pleased, with the approval of the Secretary of State for the Colonies, to appoint Mr. Basil H. Taylor, R.N., to be Harbour Master, &c. in succession to the late Capt. Barnes-Lawrence, R.N., with effect from the 6th last,

DEPARTURE OF H.E. THE GOVERNOR.

HON. MR. F. H. MAY SWORN IN.

By the English mail-steamer, the *P. and O. Depanka*, His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., left the Colony for Singapore, en route to Java, whither he proceeds on a health-seeking trip, under the advice of his medical advisers. The departure of His Excellency the Governor was quite informal, only the members of the Legislative Council, and a few personal friends assembling at Blake Pier, to wish His Excellency God speed, and a speedy restoration to his usual good health, and an early return to this Colony, which wishes find an echo in the hearts of all here without a doubt.

H.E. THE OFFICER ADMINISTERING THE GOVERNMENT.

At half-past two o'clock this afternoon the members of the Legislative Council assembled in the Council Chamber for the purpose of witnessing the swearing-in of Mr. F. H. May as Officer Administering the Government. As usual his Honour the Chief Justice administered the oaths. Mr. May then standing by the Gubernatorial chair took the oath of allegiance, the oath of office, and the judicial oath.

After the three several oaths had been administered, His Excellency the Officer Administering the Government said he felt sure that all present would join with him in regretting the occurrence which they had just witnessed, and would be unanimous in wishing the Governor, Sir Matthew Nathan, a most successful health-giving trip, and a speedy return to his seat of Government. (Applause.) The members present adjourned for a meeting of the Executive Council.

The members of the Legislative Council present were: Hon. Mr. H. J. Gompertz, Attorney General; Hon. Mr. A. M. Thomson, Colonial Treasurer; Hon. Mr. W. Chatham, Director of Public Works; Hon. Dr. Atkinson, Hon. Mr. G. A. Hewett, and Mr. A. G. Fletcher, Clerk of Councils. Others present were Mrs. Atkinson and Miss Carr, Mr. T. Sercombe Smith, Sir Paul Chatelet, and Mr. A. Seth, I.M.P.

THE FORMALITY AT GOVERNMENT HOUSE. We are requested to state that during the Governor's absence His Excellency the Officer Administering the Government will not reside at Government House, and that it is unnecessary for residents in the Colony, and others, who have already written their names at Government House during the current year, to call upon the Officer Administering the Government or upon Mrs. May, as wife of the Officer Administering the Government.

Those who have not already called at Government House and wish to do so will be good enough to write their names in the Governor's book which is still kept there.

The following *Gazette Extraordinary* was issued this afternoon:— "It is hereby notified that His Excellency Sir Matthew Nathan, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief of the Colony of the Hongkong Government and its Dependencies and Vice-Admiral of the same, having left the Colony this day, the prescribed Oaths of Office were administered by His Honour the Chief Justice in the presence of the Executive Council to the Honourable Mr. Francis Henry May, Companion of the said Most Distinguished Order and Colonial Secretary of the Colony, and that Mr. May thereupon assumed the Administration of the Government in virtue of His Majesty's Commission given at the Court at St. James's on the fourteenth day of October, 1905."A. G. M. FLETCHER,
"Clerk of Councils.
"COUNCIL CHAMBER,
"15th December, 1906."

THE sale of the leasehold property situated at No. 45, Gough Street, advertised to take place in the sale-rooms of Messrs. Hughes and Hough to-day at noon, did not take place, as at the last moment the vendor's solicitors—Messrs. Denny and Bowley, were enabled to announce that the matter had been settled between the parties.

LAU MAN, a shopkeeper, carrying on business at No. 112, Shau-ki-wan West, charged his son, Lau Tsoi, a waster, before Mr. F. A. Hazelton, at the Police Court, this morning, with robbing him of \$100 last evening. The father, so we are given to understand, is a hard-working man and has been greatly worried of late by the wild doings of his son. Small sums of money have of late been found to be missing from the shop but the old man did not suspect his son, although he was watched. Last night he was seen to go behind the counter, open a drawer, and extract the sum mentioned above.

This so angered the father that, in order to teach him a lesson, he was promptly removed to the police station in that locality and locked up for the night, on a charge of larceny. His Worship sent the lad to goal for twenty-one days.

WHEN the Canton steamer *Power* arrived in Hongkong yesterday evening the usual gang of excise officers boarded the vessel and after a search one of the officers escorted an aged Chinaman to the Central Police Station. They found on him five cattans of prepared opium, for which he could not produce a ticket from the Opium Farmer. He gave his name as Chan Chak Lam, an expectant mandarin. He explained to the inspector-on-duty that since the anti-opium smoking edict was issued at Peking all officials in Canton were given warning by the Viceroy of Canton to either abandon the habit or be dismissed. He was at present on a tour with the intention of giving up the evil habit. He was released on bail of \$5. On being arraigned before Mr. T. Sercombe Smith, at the Police Court, this morning, he quietly admitted the charge, with some feeling of shame, and was fined \$5. He hurriedly made for the prisoner's waiting room, paid the fine, and disappeared through the back way.

His Excellency the Governor has been pleased, with the approval of the Secretary of State for the Colonies, to appoint Mr. Basil H. Taylor, R.N., to be Harbour Master, &c. in succession to the late Capt. Barnes-Lawrence, R.N., with effect from the 6th last,

AN AERIAL ROPE-WAY.

ORDNANCE DEPARTMENT'S INSTALLATION.

One of the most interesting of recent installations in the colony is the new overhead railway, the erection of which has just been completed between the Ordnance Department stores upon the sea-front, and their magazines upon the hill, for the conveyance of heavy loads of shell and ammunition between these two points. Since the installation is not, like most other things connected with the Ordnance Department, of a secret nature, we have been able to obtain particulars of this singularly interesting piece of engineering.

Whilst this overhead line is based upon the German patented system of Messrs. J. Pohlig & Co., of Cologne, the contract was placed in the hands of an English firm, Messrs. Commins & Co., of East Cheap, London, and the material, with the sole exception of the hauling cable, which is of Krupp steel, is all of English make.

The construction of this overhead line has been supervised by Mr. Fritz Emmel, a German, guarantee engineer in the service of Messrs. Commins, who has been employed upon the work during the past six months.

What strikes the observer most particularly is the beautiful ease and simplicity with which the rope way is worked, and the very small power employed in hauling the heavy loads of shell and ammunition up the very heavy gradients, two of which are of not less than 1 in 20 or 1 in 25.

Another advantage which this overhead system has over others which we have seen, is due to its admirable new brake-gear, which entirely does away with any chance of jumping or friction.

The carriers of the rope-way run upon two wheels along a fixed wire rope or cable, which is supported by standards varying in height according to the rise of the ground.

Suspended from the carriers by means of wrought-steel frames are the cars, in the case of the rope-way under notice, of two kinds, one of open round-bottomed tray shape, for carrying large shell, and the other closed cylindrical, for ammunition and explosives.

The carriers are drawn along the carrying ropes by means of an endless hauling rope, to which a patent coupling grip is attached, so that the loaded carrier can easily and safely surmount gradients of one in one if necessary, without injury to the rope.

The grip is closed and opened automatically, and the brake-gear also works in similar fashion, being one of the neatest things we have seen. As the car comes from off the carrying rope on to the iron rails of the station, the brake is put hard down by a pin which depends from the rail, and is released again when the journey along the wire is continued.

The aerial rope-way starts with a station on the sea-front of the Ordnance Department's Yard, where two small manual cranes will deliver the stores from lighter direct into the car standing, or rather hanging, ready in the station. One gentle push on to the rope and away goes the car with its load of 13 cwt. up the hill to the Central Station, whence it can be switched on to a wire leading to the Station which discharges into any particular magazine.

The line is of the shape of a Y, one portion running direct from the sea-front to the Central Station alongside the power-house, and the other forking away to left and right, one to a Station outside U magazine, and the other to the Explosives Laboratory. The three lines can be worked at once if desired by a very simple system of coupling up at the Central Station.

The power which works all the cables from its connection close to the Central Station is supplied by a small but efficient oil engine of the vertical type supplied by Tangye's Limited of Birmingham of only 17 horse-power, and one is set wondering how this very moderate power can perform the work of hauling as well as it does. Doubtless the perfection and simplicity of the whole system itself is such that any waste of power is avoided.

The weight to be carried by one car is, as we have said, 13 cwt., and these are arranged along the hauling cable that a distance of 100 yards shall be between each car in rotation, whilst for every car leaving the station one is coming back.

The fixed cable has a diameter of 1½ inches, with a breaking strain of 75 tons, while the hauling cable, which is of Krupp steel, is of 3½ inch diameter, and has a breaking-strain of 35 tons.

The contract price of the installation is of course an official secret, but we understand that the iron-girders and frame work of stations and standards cost in the neighbourhood of £3,000. "Altogether the installation appears to give the most unsatisfied satisfaction to every one concerned, though in the present disappearance of battleships from this station, it will not be called upon to haul our heaviest shell, viz., the naval 12-inch."

The lengths of some of the aerial rope-ways installed elsewhere by Messrs. Commins & Co. are stupendous. In Norway there is one, for dealing with whole pine-trunks, of no less than 35 miles in length; while, during the Russo-Japanese War when it will be remembered, the Russians were for a time completely shut off in Vladivostok from the supply of coal from the sea side, they built a line of 20 miles in length, running from the coal-mines in the hinterland right down to the naval port, thus effectually doing away with any chance of a coal famine.

THE price of bar silver on 13th ult. reached 33d. per ounce—a price which had not previously been touched since 1893. In the interval it has been down to but little over 2d., and just lately the quotation has got close up to the current level, but not quite. The improvement is due largely to the Indian demand and the restriction of the American supplies, and on the other side of the Atlantic it is confidently predicted that a considerably higher market valuation is to be attained by the white metal—L. & C. Express.

THE CURSE OF KOWLOON.

INDIAN HIGHBINDER'S AT WORK AGAIN.

Not many days ago we reported a robbery, perpetrated by Indians, in which two poorricksha coolies after dropping their fares at Man-tau-wai-village, near Old Kowloon City, were severely beaten and robbed of all they possessed. To-day, we have to report another of these outrages which occurred near the scene of the last robbery, and in which a number of Indian scum played the leading part. It is to be greatly regretted that the revolver which was fired by a European constable at one of the fleeing rascals suddenly went defective and failed to bring down the fugitive. If it did not, we believe that the high-handed behaviour of these scums would have been ended then and there. However, the police at Yau-mai, who deserve great praise, have succeeded in capturing one Indian, who alleges that he is a watchman in the employ of the Steam Laundry, on suspicion of being implicated in last night's robbery, and we hope that a very careful inquiry will be made before this man is released from custody. Matters have now reached such a stage that these Indians practically run the peninsula. Policemen have got to be armed for fear of being attacked by them. Europeans going, even as far as Kowloon City, have also to be prepared in case they are held up and robbed, while women and children sail out of their houses after nightfall at their own risk. Such is the condition of affairs at Kowloon at the present moment. Even a well-known police inspector, who went as far as Kowloon City a few Sundays ago, remarked that the demeanour of the Indians he met on the road was nothing less than insulting.

The behaviour of a band of Indians last evening towards a respectable Chinese gentleman, was as far as it could go. According to the report he made to the police it seems that the gentleman in question, whose name is Leung Sze, a mason builder, residing on the Sai Kung Road, near Kowloon City, was on his way to Yau-mai in licensed ricksha No. 157. At about half-past seven o'clock when he reached Tai Shek Ku, not far from the spot where the two ricksha coolies were "held up" recently, three Indians, all of whom were dressed in white, sprang out from the hillside, and called upon the ricksha coolie to stop. The coolie, in fear of his life, dropped the shafts of his vehicle, and disappeared into the darkness. One of the Indians walked up to the ricksha, and seized the fare by his queue. Another go-hold of the Chinaman by the right hand, and together they dragged him out of the vehicle, at the same time thumping the man. While the two Indians held down the mason builder, the third man searched the Chinaman and stole a purse containing one \$10 bill, \$15 in \$5 notes, a receipt for \$20 from Mr. O. D. Thomson, solicitor, and other things. After that they bolted in different directions. At that moment a European constable, hearing the cries of the unfortunate man, rushed to the scene, and saw one of the Indians running as fast as he could down the road in the direction of Yau-mai. He gave chase, and finding that the Indian was faster, he pulled out his service revolver and fired two shots at the fleeing Indian. At that moment something went wrong with the revolver. What was the flaw is not known, but there are a few who think that the flaw was on the part of the officer. Such is not the case, for the person who held the revolver on this occasion is known to be one of the finest revolver shots there are in the Force. However that may be, the report of the discharge of the revolver frightened the Indian and he disappeared among the bushes. Two Indian constables, who also heard the report, repaired to the scene and helped to escort the unfortunate Chinaman to the Police Station. The police went out afterwards and arrested an Indian on suspicion of being concerned in the "hold up." Although the mason builder cannot identify this man the police have decided

TELEGRAMS.

[Rewriter's.]

The Education Bill.

London, 13th December.

The House of Commons, by 416 to 107, has decided to reject the House of Lords' amendments, *en bloc*.

The Trades Disputes Bill.

The Trades Disputes Bill has passed the Committee stage in the House of Lords.

The United States and Japan.

Mr. Clarin has submitted to the Senate a resolution, recommending negotiations with Japan, with a view to modifying the treaty prohibiting the entrance of Japanese coolies.

The School Question in France.

At the instance of M. Pichon, the Chamber has adopted a resolution to gradually substitute secular for religious schools, in the East.

Later.

Germany.

The Reichstag has rejected, by 178 to 168, the supplementary estimates of Mks. 30,000,000, for the rebellion in South-West Africa.

Immediately upon the rejection, Prince von Buelow read an Imperial message dissolving the Reichstag, before a vote was taken, after which he appealed strongly to the patriotism of the House.

The Transvaal Constitution.

Letters Patent, embodying the Transvaal Constitution, have been issued.

The provisions are the same as sketched by Mr. Winston Churchill on the 31st July last.

OPIUM WARS OF CHINA.

As the result of the recommendations of the returned commissioners, after consultation with Yuan-Shi-Kai and Tang-Shan-Yi, an edict was issued to order the abolition of the use of opium, both foreign and native, in China, within ten years.

As far back as the beginning of last century the Chinese Government desired to rid the country of the curse of opium, the use of which had been steadily growing among the inhabitants. Before 1767 the import of opium had rarely exceeded 200 chests, but in that year it amounted to 1,000. By 1800 it had increased so alarmingly that an Imperial edict was issued prohibiting the importation and threatening all Chinese who used it with condign punishment.

The traffic in opium had always been a smuggling one and the edict did not prevent its increase. India was the great exporter of the drug, and it was because the revenues derived by India from its export to China were threatened that our first war with the latter country was entered into.

In 1839 the Chinese Emperor prohibited the trade. In the same year a quantity of the drug was burnt by the Chinese at Canton. For three years trouble occurred connected with the traffic, until at length, in March, 1840, the Chinese Commissioner at Canton ordered the seizure of opium. The British residents were forbidden to leave, and the factories were surrounded and outrages committed. A few days afterward the British Commissioner at Canton required the British residents to surrender to him all their opium. By May over 40,000 chests were surrendered and the Commissioner and British residents left Canton, the Chinese afterward destroying the opium.

This was followed by the Emperor of China in 1840 interdicting all trade and intercourse with England forever. War was declared by Britain, and lasted until 1845, when a treaty of peace was signed, Hongkong being ceded to the British. Nothing was said in the treaty of the opium traffic, which went on as before.

In 1856 we were again at war with China, the opium traffic being one of the principal reasons. In this undertaking France joined us. The war lasted until 1858, when peace was signed, one stipulation being "a revision of the tariff."

The third and last war that we embarked upon for the sake of opium was in 1860. France again being our ally, observes the *Chronicle* (London). In this expedition the allies marched on Pekin, and the summer palace of the Emperor was burned by the British. Peace was signed on October 24, 1860, and the opium traffic established.

THE "KNIGHT COMMANDER."

On the 14th ult. in the House of Commons, Dr. Shipman asked the Secretary for Foreign Affairs whether he could now say what are the terms of settlement between the Russian Government and the British owners of the *Knights Commander* and the other British vessels destroyed in the late Russo-Japanese War.

Mr. Runciman, who replied on behalf of Sir Edward Grey, said: With regard to the case of the *Knights Commander*, the Russian Government having declined to reconsider the claim put forward on behalf of the owners and others concerned, His Majesty's Government have proposed that the case should be referred to arbitration by the International Tribunal at The Hague. The Russian Government have not yet replied to this proposal. The case of other vessels destroyed by the Russian Naval forces during the hostilities between Russia and Japan are pending before the Russian Prize Court. His Majesty's Government have, however, reserved the right of further diplomatic intervention, if necessary, after the usual legal remedies have been exhausted by the parties concerned.

CANTON DAY BY DAY.

OFFICIAL APPOINTMENTS.
[From a Correspondent]

Shameen 14th December, 1906.

Mr. Lo Wing Chong has assumed the office of First Secretary to H.E. Viceroy Chow, Fu and in charge of his Bureau of Foreign Affairs. This gentleman is a nephew of the late Chinese Minister at the Court of St. James, H. E. Lo-Lok, and owing to his connection for several years past with the service of the Viceroy and his intimate knowledge of local affairs he will no doubt prove a most valuable adviser to the Viceroy. The news of this appointment was received here with much gratification. Mr. Ho Yau, the late Consul-General at San Francisco, has been appointed to assist him.

The rumoured appointment, however, of Mr. Lee Chee as one of the secretaries is now contradicted. He is unquestionably a very efficient and capable man, thoroughly well versed in official matters, and have held various important offices before. With regard to the petition against him alleged to have been made to Peking by some Cantonese merchants, as reported in one of your contemporaries, presumably taken from a Chinese newspaper, this is totally unfounded, inasmuch as the Viceroy would in the first instance have been appealed to instead of representations being made direct to the Authorities at Peking. From reliable official sources I learn that Mr. Lee was appointed a *wei-yuan* in the Dutch Folly.

IMPERIAL JAPANESE POST OFFICE.

To add to the local facilities of postal communication here, the Japanese Government made arrangements to establish a Post Office in Shameen. A suitable building has been secured and active preparations are in evidence of the office being started very soon. A staff of Japanese trained in postal matters is already on the spot and adequate numbers of Chinese postmen engaged. It is confidently hoped that the service will prove as efficient as that of the other Post Offices in this City.

That the Japs are extending their sphere of influence in not lagging behind the footstep of the other Powers is sufficiently shown by the influx of Japanese, merchants, in and around Canton of late and the establishment of their Consulate in Shameen, about a month ago.

CANTON-KOWLOON RAILWAY.

[From Our Own Correspondent.]

Canton, 14th December.

A number of merchants, officials and other influential men of Canton, yesterday, telegraphed to the Waiwu and the Ministry of Posts and Communications, protesting against the agreement in regard to the building of the Canton-Kowloon Railway. They strenuously objected to the clauses on which the agreement is drawn up, in regard to the raising of the capital, and stated that the people of Canton are not without their capital ready for investment, and, moreover, there is sufficient capital in the Yuen-han Railway Company to finance this railway in its construction scheme, so there is no need whatever to raise a loan from foreigners, which will give the control of the road to outsiders.

A similar telegram was also transmitted to the Kwangtung merchants and others in Shanghai, requesting them at the same time to also telegraph their protests to the authorities at Peking, in regard to the matter.

A FOREIGN TEACHER FINED.

Yesterday about three o'clock, a number of lads from the Kun A Collège were going through their drill in a vacant piece of ground at the end of Fong Loi Street in the western suburb. At the same time a few foreigners were also there, playing at ball. One of the foreigners threw the ball purposely at one of the scholars, who protested, but was insulted. On blowing the whistle, by the lad, a policeman came and arrested the offender and brought the foreigner to the No. 12 Police Station. He was ultimately fined \$2 and had to find security for his good behaviour in the future. It is reported that this foreigner is a teacher at one of the suburban colleges.

EXPORTATION OF RICE.

A short time ago the Canton Chamber of Commerce, owing to the high price of rice, petitioned H. E. the Viceroy to prohibit the export of this commodity and now H. E. has issued orders to that effect. The Viceroy has sent out instructions to the Commissioners of Customs, and other officials in the various ports to strictly prohibit the exportation of rice.

PRISON LABOUR.

Formerly prisoners of the various prisons did nothing but eat, smoke opium, idle and gamble all day long. Now the Namhoi Magistrate has strictly prohibited the prisoners of his jails from smoking opium and has put them on to various works including boat-making. Now the Magistrate has made arrangements to purchase a number of sewing machines from the Singer Sewing Machine Company and put these men on sewing work.

COMMISSIONER OF KOWLOON CUSTOMS.

To-morrow H. E. the Viceroy will receive Mr. P. A. P. the Kowloon Commissioner of Customs.

Yesterday H. E. the Viceroy visited several colleges and afterwards embarked in a steam-launch for the purpose of visiting the Government Industrial Manufactory.

ARRIVAL OF GEN. BROADWOOD.

NEW GENERAL OFFICER COMMANDING.

By the P. and O. s. *Simla*, which came into port this morning, there arrived H. E. Brigadier-General R. G. Broadwood, C.B., who comes to take up his appointment as General Officer Commanding the Forces in succession to Maj. General Villiers Tatton. On the arrival of the *Simla*, Colonel Darling, accompanied by his staff, proceeded on board in His Excellency the Governor's launch to meet the distinguished officer, who immediately landed and proceeded to the Hongkong Hotel, where he took up his residence, temporarily, until Headquarters House, renovation has been completed for his occupancy.

S. S. "PERLE."

ANOTHER DOCK COMPANY'S ACHIEVEMENT.

At four o'clock this afternoon the first stern-wheel steamer built by the Hongkong and Whampoa Dock Company, for the River service in Tonkin, was successfully launched in the presence of a large gathering of gentlemen interested in mercantile marine affairs, and their wives. The new vessel was christened, in time-honoured custom, the *Perle*, by Mrs. E. C. Wilks, who upon a given signal sent the boat on her way to the natural element amid the cheers of the interested spectators. With her gay array of bunting floating to the eastern breeze, the new vessel made a fine appearance and was much admired. After the work came the pleasure, and the health of the latest product of the Dock Company was drunk, in conjunction with the name of her builders, and owners. This ceremony over, Mrs. Wilks was presented, by the manager of the Dock Company, with a very handsome souvenir of the occasion, which took the form, appropriate enough, of a beautiful pearl and diamond ring, which presentation she gracefully acknowledged.

The s.s. *Perle* is the first of four stern-wheel steamers, to be built by the Dock Company, to the order of Messrs. Wilks and Fack, for Messrs. Roque's river service in Tonkin.

It is a vessel of 140 feet length over all, with a 24 feet beam and depth of five feet, having a draft of 24 inches, and a speed of 10 knots, and is built entirely of steel. She has very fine accommodation for first and second class passengers, well fitted and upholstered, and furnished with electric light and fans; the whole vessel being supplied with all the latest and most up-to-date appliances of all sorts. There is also plenty of airy space for steerage passengers. She and her sister-boats, which are to be named the *Rubi*, *Sophie* and *Emerald*, should prove valuable acquisitions to their owners, while the Dock Company and all concerned in her building are certainly to be congratulated on their achievement as far as

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It is a vessel of 140 feet length over all, with a 24 feet beam and depth of five feet, having a draft of 24 inches, and a speed of 10 knots, and is built entirely of steel. She has very fine accommodation for first and second class passengers, well fitted and upholstered, and furnished with electric light and fans; the whole vessel being supplied with all the latest and most up-to-date appliances of all sorts. There is also plenty of airy space for steerage passengers. She and her sister-boats, which are to be named the *Rubi*, *Sophie* and *Emerald*, should prove valuable acquisitions to their owners, while the Dock Company and all concerned in her building are certainly to be congratulated on their achievement as far as

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THE "LU-CHUN" AT THE MANOUVRES.

	Cents.
Shark—Sa Yu	10
Skate—Po Yu	10
Shrimps—Hi	24
Snapper—Lap Yu	18
Sole—Ta Sa Yu	18
Teach—Wan Yu	18
Turbot—Cho How Yu	20
Turtles, small, fresh water—Koek Yu	18
White Bait—Ngan Yu Chai	55

FRUITS.

Almond—Hung Yan	20
Apples, (California)—Kam San Ping Ko	22
(Chefoo)—Tin Chiu Ping Ko	—
Small—Hoi Tong	—
Custard—Fan Lai Chi	each
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	—
(brides), Macao—San Heung Chiu	—
Chestnuts, Chinese—Foong Lut	12
Carambola—Young Tou	—
Cocoanuts—Yeh Tsai	each
Grapes—Sin Tai Tsai	—
Lemons, China—Ning Moong	7
Amer.—Kum San Ning Moong	—
Lichees, Dried—Lai Chi Con	45
Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning Moong	—
Mango, Manila—Lui Sung Mong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tai	doz.
Oranges, (American)—Sang Sheng Tim Chang	5
Small—Tai Ku	each
Mandarin—Tim Ku	each
Olives—Pak Lan	—
Passion Fruit	dozen
Pears, (American)—Kam San Shut Li	—
(Canton); Cooking—Sa Li	—
(Shanghai)—Sheung Hoi Li	14
Peanuts, Fa Sang	10
Persimmons Large, Hung Chie	—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	10
2nd and cooking—Chung-tang	—
Paw-paw	—
Platans—Tai Choi	—
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau	each
Walnuts, Hop Tou	15
Green—Sang Hop Tuo	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah Chi Chau	—
Beans, (French) Macao—Oh Moon Pin Tau	8
Beans, (French), Shanghai—Sheung Hoi Pin Tau	8
Beans, (French) Macao—Ob Moon Pin Tau	8
Beans, Long—Tau Kok	—
Beet Root—Hung Choi Tau	each
Brussels, Green—Cheng Yuen Ker	—
Brussels, Red—Hung Ker	—
Brassica—Pak Choi	—
Bamboo Shoots—Chook Shu	—
Cabbage, Chinese, com.—Kai Choy	—
Cabbage Root—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	—
Cane Shoots, bunch—Kai Shu	—
Cauliflower, Large size—Tai Yeh Choi	—
Fa	each
Cauliflower, Medium size—Cheung Yeh Choi-fa	each
Cauliflower, Small size—Sai Yeh Choi-fa	—
Celery, Chinese—Tong Kan Choy	—
Celery, English—Young Kan Choi	—
Celery, White—Pak Yeung Kan Choi	—
Chillies Dried—Con Lat Chiu	—
Red—Hung Fa	—
Green—Cheng Lat Chiu	—
Curry Stuff, English—Ka Lee Choi Liu	—
Cucumbers—Cheng Kwa	—
Bitter Squash—Fu Kwa	—
Garlic—Suen Tui	—
Ginger, young—Sun Tui Keung	—
old—Lo Keung	—
Horse Radish, Shanghai—Lik Kan	—
Indian Corn—Sui Mai	piece
Lettuce—Young Sang Choi	each
Water Chestnuts—Ma Tai	—
Mandarin—Kwei Lum Ma Tai	—
Musk Melon	—
Mushrooms Fresh—Sang Cho Kho	—
Onions, Bombay—Young Chung Tau	6
Green—Sang Chung	—
Shai—Sheung Hoi Chung Tau	—
Japan—Yat Poon	—
Okra—Mo Ker	—
Parsley, English—Yung Ua Sai	\$1.00
Grades Pea	—
Green Peas—Oeng Tau	—
Potatoes, Sweet—Fan Shu	—
Shanghai—Sheung Hoi Shu	—
Tai	—
Japan—Yat Poon Shu Tsai	—
American—Fa Ki	—
Foochow—Fuk Chau Shu Tsai	—
Macao—Oh Moon	—
Pumpkin—Took Kwa	—
Radish—Hung Lo Pak Tsai	dozen
Rhubarb	—
Shalots—Con Chung Tau	—
Spinach (Chinese)—Paw Choi	12
Spinach—Yin Choi	4
Tomatoes—Fan Ker	6
Taros—Wu Tau	3
Turnips, Fan-ti (Long)—Low Pak	3
English—Young Low Pak	piece
Vegetable Marrow—Chit Kwa	—
Water Chestes—Sai Young Choi	10
Calotropis—Lan Kok	—
Lily Roots—Lia Ngau	—
Yams—Tai Shu	—

C. W. BRETT,
Inspector of Markets.
The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

G. A. WOODCOCK,
Secretary, Sanitary Board.

the superior officers. We are told that there is "nothing wrong" about the Chinese cavalryman, it is his need that is the matter. These, for heavy cavalry or heavy guns, will have to be bred or imported. The other lait is far more serious, for from field-officer to Commander-in-Chief there has been no military tradition to inspire, no practical experience to teach, and nothing like sufficient time (barely four years) to produce even a well-trained cavalryman. Still, this is an evil that, so far as theory and teaching can remedy it, will be overcome in time, given application and ability, and the continuance of the present keenness for efficiency.

Now, the official standard strength of the "Imperial Land Forces" was originally to have been some four hundred and fifty thousand men and nearly three hundred thousand in the first reserve, but since this programme—ambitious as it was—has been superseded by the watchword, "As in Japan," thanks, as has been said, to Sir Henry Campbell-Bannerman's "meekness" in handing over the coveted "I.M.C." war-chest. For inflicting which grave—perhaps irreparable—injury on his own country, for their benefit the Peking Court should surely present "C.B." so coveted of mandarins and "Peacock's-feather" to the rank of Paymaster-General of the Lo-chun!

Now, what has already been done in the theoretical training of officers is to be seen at Fao-tung-fu, where no effort is being spared at the new military academy to supply efficient ones. The staff consists of Chinese officers, mostly trained in the Royal Engineers, the director having had three years' training (as a naval officer) at Woolwich, and Greenwich. When it was first established, the instructors were Japanese, but now only a few remain, as "translators of textbooks." Very funny indeed it is to those who "know their China" to see how the old inborn pride and gentry, the Customs, have been commandered for "squeezing" in order to make up the deficiency—the Vice-President of the Council of Army Reorganization, Tien-ting, being appointed Chief Controller of that source of revenues (or Chief Executive, as may be).

The organization of the units of China's new army is approximately as follows:

INFANTRY.

	Men.
A Section	45
A Company (three Sections)	135
A Battalion (four Companies)	540
A Regiment (four Battalions)	1,620
A Brigade (two Regiments)	3,240
A Division (two Brigades)	6,480

CAVALRY.

	Men.
A Troop	40
A Squadron (two Troops)	80
A Regiment (four Squadrons)	320
A Brigade (three Regiments)	960

ARTILLERY.

	Guns.
A Battery consists of	6
A Battalion (three Batteries)	18
A Regiment (three Batteries)	54

SUPPLYING.

Arrivals.

Simla, Br. s.s. 5,884, C. D. Goldsmith, 14th Dec.—Bombay 27th Nov., and Singapore 9th Dec., Mails and Gen.—P. & O. S. N. Co.

Chiyuan, Ch. s.s. 6,174, C. Stewart, 14th Dec.—Shanghai 11th Dec., Gen.—C. M. S. N. Co.

Progress, Ger. s.s. 687, H. Pahren, 14th Dec.—Haiphong 1st Dec., Gen.—S. & Co.

Tsui-tzu, Jap. s.s. 1,988, N. Yanagi, 14th Dec.—Kobe 7th Dec., and Moli, 9th Dec., Matches and Gen.—Y. H. T. & Co.

Fu-kuang, Br. s.s. 1,410, Wheeler, 14th Dec.—Sourabaya 1st Dec., Sugar—J. M. & Co.

Cheng-shing, Br. s.s. 1,256, S. L. Payne, 15th Dec.—Canton 14th Dec., Gen.—J. M. & Co.

Tai-shan, Ch. s.s. 1,216, F. Stephen, 15th Dec.—Canton 14th Dec., Gen.—C. M. S. N. Co.

Phra-ang, G. s.s. 1,021, F. v. Mangelsdorff, 15th Dec.—Bangkok 30th Nov., Rice—M. & Co.

Kiyo, Maru, Jap. s.s. 1,448, S. Hirai, 15th Dec.—Saigon 8th Dec., Rice—Gilm & Co.

Chi-ping, Br. s.s. 1,099, G. S. Weigall, 15th Dec.—Tientsin 9th Dec., Gen.—J. M. & Co.

Amoy, Ger. s.s. 661, H. Flambé, 14th Dec.—Amoy 13th Dec., Ballast—S. W. & Co.

Shou-kan Maru, Jap. s.s. 1,611, M. Nemoto, 15th Dec.—Swatow 14th Dec., Gen.—O. S. K.

Clearances at the Harbour Office.

Chow-fa, for Ho-ho.

Frikhof, for Tourane.

Keng-wai, for Swatow.

Chit-ku, for Bangkok.

Ho-ho, for Ho-ho.

Ho-ting, for Amoy.

Kung-ham, for Shanghai.

Sung-hiang, for Amoy.

Mau-sang, for Sandakan.

Sing-h

